



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

BOARD MEETING NOTICE

Thursday, March 23, 2006, 3:30 p.m.

CMA Board Room

1333 Broadway, Suite 220

Oakland, California 94612

(see map on last page of agenda)

Chair: Councilmember Larry Reid

Vice Chair: Supervisor Scott Haggerty

Executive Director: Dennis R. Fay

Secretary: Christina Muller

Note: Planning Areas 1 & 3 will meet at 3:20 pm to elect representatives to Committees

AGENDA

Copies of Individual Agenda Items are Available on the CMA's Website

1.0 ROLL CALL Confirm Quorum 3:30 p.m.

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT

Members of the public may address the Board during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the CMA Board. Anyone wishing to comment should make his or her desire known to the Chair.

4.0 CHAIR'S/VICE-CHAIR'S REPORT Information/Action 3:35 p.m.

4.1 Appointment to ACTIA Warm Springs BART Extension Policy Advisory Committee* (page 1)

5.0 EXECUTIVEDIRECTOR'SREPORT*(page 3) Information/Action 3:40 p.m.

6.0 CONSENT CALENDAR Approval 3:45 p.m.

6.1.1 Meeting Minutes February 10, 2006* (page 59)

6.1.2 Meeting Minutes February 23, 2006* (page 71)

6.2 Financial Reports: February 2006* (page 77)

Consent Items recommended by the following committees:

6.3 Plans & Programs Committee

6.3.1 CMA Exchange Program: Quarterly Status Report * (page 83)

It is recommended that the CMA Board approve the attached quarterly Status report for local projects programmed in the CMA Exchange Program.

6.4 Administration & Legislation Committee

6.4.1 2004-05 Annual Report* (page 85)

It is recommended that the Board approve the attached annual report for 2004-5.

6.4.2 Tri Valley Triangle Analysis: Contract Amendment* (page 121)

It is recommended that the Board approve an amendment to the Parsons Transportation Contract to: 1) increase the current budget from \$400,000 to \$528,000 for supplemental travel demand modeling work requested by the cities of Dublin, Livermore and Pleasanton; and 2) authorize the Executive Director to enter into funding agreements as necessary with the three cities to transfer the funds to the CMA. The three cities have approved council resolutions authorizing payment for the additional work. The increase in budget will be at no cost to the CMA.

6.4.3 I-580 Sound Wall Projects in Oakland and San Leandro: Authorization for Design Costs* (page 123)

It is recommended that the Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway sound walls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000, contingent on the CMA Board approval of the addition of \$1,233,000 of CMA TIP funds required for the design project (see Agenda Item 7.1).

6.4.4 I-580 Corridor: Traffic Management Plan* (page 125)

It is recommended that the CMA Board authorize the Executive Director, or his designee, to take the following actions in support of expediting delivery of the I-580 Traffic Management Plan (TMP)/Advance Elements Project:

1. Negotiate and execute all necessary consulting, procurement and installation agreements with AT&T and CoValuate for systems and software design and implementation;
2. Negotiate and execute a Cooperative Agreement with Caltrans for oversight of project development and construction activities for this project; and
3. Negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton, Zone 7, and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions.

*** END OF CONSENT ITEMS ***

7.0	PLANS & PROGRAMS COMMITTEE REPORTS	Information/Action	3:50 p.m.
7.1	CMA Transportation Improvement Program (TIP): I-580 Sound Wall Design Projects* (page 129)		

The CMA Board approved \$1,017,000 of CMA TIP funds to complete the design of freeway soundwalls along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley). The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that is in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work in the consultant proposals, it is recommended that the Board approve an additional \$1,233,000 of CMA TIP funds be programmed to the project for a total funding package of \$2,250,000. *Note: 18 affirmative votes required.*

**8.0 ADMINISTRATION & LEGISLATION
COMMITTEE REPORTS**

Information/Action 4:00 p.m.

8.1 FY 2006-2007 Budget and Work Program* (page 131)

In accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. A draft budget and work program were approved previously. No comments have been received on the budget or work program. It is recommended that the Board approve the attached budget and work program. *Note: 18 affirmative votes required.*

8.2 Advocacy Principles: Toll Facilities* (page 151)

It is recommended that the Board adopt the attached principles to guide the Alameda County CMA's advocacy relative to State legislation regarding toll facilities. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

8.3 AB 2444 (Klehs) and SB 1611 (Simitian): Vehicle Registration Fees* (page 153)

This bill is similar to AB 1623 (Klehs) introduced on behalf of the CMA last year but vetoed by the Governor. This new bill would authorize the congestion management agencies in the Bay Area to impose an annual fee of up to \$5 per registered vehicle for transportation projects and programs. The bill would also authorize MTC (expected to be revised to Air District) to impose an annual fee of up to \$5 per registered vehicle to be subvented to the Air District and the Water Quality Control Board to mitigate the environmental impacts of motor vehicles. This new bill is consistent with the CMA's Adopted 2006 Legislative Program. It is recommended that the Board support AB 2444 (Klehs) and seek amendments to increase the return to source by county for the \$5 environmental mitigation fee. SB1611 has been introduced by Senator Simitian. This bill would authorize the congestion management agencies throughout the State to impose an annual fee of up to \$20 per registered vehicle for transportation projects and programs. Staff recommends the Board support this bill as well.

8.4 Space Needs for Growth

In February, the Board authorized several new positions and funding to build out the existing leased space to accommodate the growth. Since the February Board meeting, it has come to our attention that a small office area adjacent to our existing offices may become available. Leasing this additional space may avoid the initial cost to build out the existing space. Staff is discussing this option with the building management, will analyze the tradeoffs in terms of cost and other factors, and will report to the Board on staff's findings at the meeting.

9.0 ALTAMONT COMMUTER EXPRESS:

2006-7 SERVICE PLAN AND BUDGET* (page 163)

Information/Action 4:10 p.m.

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service, between the CMA, VTA and San Joaquin Regional Rail Commission (SJRRRC), calls for SJRRRC staff to make an annual report on the operation to the three partners. SJRRRC staff will provide the Board with report on the ACE service's current operations and the service plan that is being proposed for the upcoming fiscal year of 2006-7.

10.0 OTHER BUSINESS

11.0 ADJOURNMENT

4:20 p.m.

* Attachment enclosed for members and key staff.

** Materials will be handed out at the meeting.

(#) All items on the agenda are subject to action and/or change by the CMA Board. Times for agenda items are approximate.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

NEXT MEETINGS

THURSDAY, April 27, 2006; 3:30 PM; CMA Board Room, Oakland

THURSDAY, May 25, 2006; 3:30 PM; CMA Board Room, Oakland

THURSDAY, June 22, 2006; 3:30 PM; CMA Board Room, Oakland



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BY: _____

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March 9, 2006

Mr. Dennis Fay
Executive Director
Alameda County Congestion Agency
1333 Broadway, Suite 220
Oakland, CA 94612

SUBJECT: CORRECTED INVITATION TO JOIN THE BART WARM
SPRINGS EXTENSION PROJECT POLICY ADVISORY
COMMITTEE

Roberta Cooper, Chair
Mayor, City of Hayward

Alice Lai-Bitker, Vice-Chair
Supervisor, District 3

Tom Bates
Mayor, City of Berkeley

Keith Carson
Supervisor, District 5

Henry Chang, Jr.
Councilmember-At-Large,
City of Oakland

Mark Green
Mayor, City of Union City

Scott Haggerty
Supervisor, District 1

Janet Lockhart
Mayor, City of Dublin

Nate Miley
Supervisor, District 4

Gail Steele
Supervisor, District 2

Shelia Young
Mayor, City of San Leandro

Christine Monsen
Executive Director

Dennis
Dear Mr. Fay:

This letter is to invite the Alameda County Congestion Agency to appoint a representative from the Alameda County Congestion Agency to the newly created Policy Advisory Committee (PAC) for the BART Warm Springs Extension Project (WSX). As you know the WSX project is currently one of the most significant mass transit expansion projects in Alameda County. The WSX project is also an important link for the BART extension into Santa Clara County. Voters in Alameda County have consistently supported the project and have twice voted to dedicate a portion of the County half-cent sales tax for the implementation of the project as part of the Alameda County Measure B Program. The Alameda County Transportation Improvement Authority (ACTIA) is committed to invest over \$200 million of Measure B funds, or about 30% of the total project cost, to deliver this regionally significant project.

Recognizing Measure B funding alone will not be able to deliver the project as promised to the Alameda County voters, the ACTIA Board recently approved the creation of a Policy Advisory Committee to advocate the need for adequate and reliable funding from other sources to successfully deliver the project. The WSX PAC as envisioned by the Authority Board will be composed of representatives from each of the following agencies:

- One member from the Alameda County Transportation Improvement Authority (ACTIA);
- One member from the Alameda County Congestion Management Agency (ACOMA);
- One member from the San Francisco Bay Area Rapid Transit District (BART);
- One member from the City of Fremont;
- One member from the Metropolitan Transportation Commission (MTC) representing Alameda County or cities; and,
- One member from the Santa Clara Valley Transportation Authority (VTA)

Mr. Dennis Fay
March 9, 2006
Page 2

It was agreed that each of the agencies would appoint their own representative.

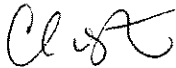
We anticipate that the first meeting of the PAC would be held in May 2006 once the committee membership has been established. In order to ensure that we have full representation at our first meeting, we would like to request that the MTC's representative's name be forwarded to ACTIA no later than April 7, 2006. In April we will prepare a Policy Advisory Committee Briefing package on the WSX project and provided details of where and when the first Policy Advisory Committee meeting will be held.

Please provide the following information for your Policy Advisory Committee appointee:

Name:
Position:
Special Project Interests:
Mailing Address:
Telephone Contact:
FAX:
E-Mail:

If you have any questions or need additional information, please contact me at (510) 267-6103, or Arthur Dao, Deputy Director, at 267-6104.

Sincerely,

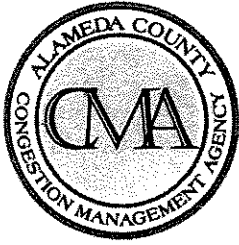


Christine Monsen
Executive Director
Alameda County Transportation Improvement Authority

Similar letter was sent to:

Mr. Michael Burns, General Manager – VTA
Mr. Fred Diaz, City Manager – City of Fremont
Mr. Steve Heminger, Executive Director – MTC
Mr. Tom Margro, General Manager - BART

cc: Ms. Jean Hart - ACCMA
Mr. Arthur Dao, Deputy Director - ACTIA
Ms. Rebecca Kohlstrand, Coordinator - ACTIA
Chron. File



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MEMORANDUM

*March 23, 2006
Agenda Item 5.0*

DATE: March 15, 2006
TO: Congestion Management Agency Board
FROM: Dennis R. Fay, Executive Director *DRF*
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

Correspondence

We have received the attached correspondence from Caltrans Director Will Kempton regarding the Governor's Strategic Growth Initiative and the Piedmont City Attorney regarding the CMA's travel model update and ABAG's growth forecasts.

Sacramento Report

I have attached a report from the CMA's Sacramento representative.

Washington, DC Report

I have attached a report from the CMA's Washington, DC representative.

CMA Exchange Program – Status Report

The CMA has received a total of \$42.3 million in payments from exchange project sponsors.

State Goods Movement Action Plan

On February 17, 2006, the Business, Transportation and Housing Agency and the California Environmental Protection Agency released a draft Goods Movement Action Plan. This document includes a listing of specific short, medium and long-term actions and projects. I have provided comments on this draft Plan (see attached letter).

CMA Travel Model and ABAG Growth Forecasts

Several jurisdictions have raised issues regarding the use of ABAG's growth forecasts in the CMA's travel model; two have provided written comments and concerns. See attached letters to the jurisdictions regarding an approach to the matter.

Status of Corridor Studies/Projects

I-580 TMP Project – This initial component of planned corridor improvements will implement key elements of a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, in the Tri-Valley area. The TMP project

will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program. It will also provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express bus routes to be implemented on existing local routes between downtown Livermore and Dublin/Pleasanton BART during construction of the EB Interim HOV project, as well as on the EB HOV route when the facility is complete. The CMA's design consultant is preparing the project report in parallel with preliminary design activities. It is anticipated the project will be advertised in summer 2006.

I-580 Livermore Soundwall Project – This component of planned corridor improvements will construct a soundwall along the north edge of I-580 just east of First Street in Livermore. Caltrans previously prepared the environmental clearance and design documents. The CMA will assume responsibility for completing the final design package and constructing the improvements in 2006. This project is fully funded in FY 06/07 of the STIP.

I-580 EB Interim HOV Lane Project – This project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. The additional biology work is completed. The compliance document will be resubmitted to Caltrans following the final determination of soundwalls sometime in early April. Preliminary engineering and at-risk design are progressing concurrently. Comments on the 35% PS&E submittal have been received from Caltrans; a 65% submittal is anticipated in April, with completion of the preliminary design scheduled in late summer 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling assumptions to be used are being reviewed by Caltrans and FHWA. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. A cooperative agreement between the CMA and the State is currently being negotiated. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate ultimate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

I-580 WB Auxiliary Lane Project – In cooperation with ACTIA, the CMA is taking the lead as the implementing agency for this project. The project consists of two westbound I-580 auxiliary lane segments as follows: a) Airway Blvd. to Fallon Rd., and b) Fallon Rd. to Tassajara Rd. The CMA is currently reviewing the environmental clearance status of these segments. The project is fully funded by ACTIA Measure B. The CMA and ACTIA are currently negotiating the agreements necessary to establish project delivery roles.

I-680 HOV Lane Project – Sound wall Construction – The project is essentially completed with punch list items remaining. The contract called for completion of the project by the end of August and is now in liquidated damages. The project is one of the components of the overall I-680 corridor improvements.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the Smart Lane components. Construction funds are programmed in the STIP for FY 2007/08.

I-680 Smart Carpool Lane Project – The final PSR/PR has been submitted for Caltrans' signature. The revised revenue estimates have been completed and will be presented to the Management Steering Committee on March 16th. The design of the electronic toll collection system is being modified to include monitoring of the mixed flow lanes and the Smart Lane. The draft Enforcement Plan has been updated. Work on the 35% engineering began. The draft Administrative Code was completed and will be presented to the Joint Powers Board at their next meeting. The JPB meetings scheduled for Friday March 10th was canceled due to a lack of a quorum.

I-680/I-880 Cross Connector Project – The ACTIA Board approved the transfer of sponsorship of the I-680/I-880 Cross Connector Project from the Santa Clara Valley Transportation Authority to the Alameda County CMA. The ACTIA program will provide \$940,000 in Measure B funds for the development of a Project Study Report for projects identified in the recently completed Cross Connector Study in the Fremont/Grimmer Blvd Corridor. Staff is in the process of completing the necessary agreements with ACTIA and released an RFP for the project on January 31st. Proposals are due on March 16, 2006.

I-580 Sound Wall Design – San Leandro and Oakland - The ACCMA Board approved CMA TIP funds for the design phase of soundwall projects in San Leandro and Oakland along I-580 in December. An RFP was released January 30th to secure consultant services to complete the Soundwall design. See request for additional funding on regular agenda.

Tri-Valley Triangle Analysis – The TAC will review the initial results for Alternatives 1 and 6 on March 13th. The Policy Advisory Committee is scheduled to meet on March 24 to review the progress of the study.

I-880 Corridor North – This project is primarily funded with RM 2 funds and will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts of the project. The CMA's consultant team of Korve/RBF is performing the project development work. A public meeting to discuss the purpose of the project was held on January 18th at the local school with a general positive response to the project concept.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the

most sense and when they should be implemented. Caltrans presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is anticipating selection of a consultant in March. Right of way acquisition activities will continue concurrently.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

Caldecott Tunnel 4th Bore - The Project Leadership Team (PLT), comprised of representatives from the ACCMA, CCTA and Caltrans continues to meet on a monthly basis to discuss the project development process for the project as well as a process for outreach to the public and other local agencies. Caltrans is finalizing the draft environmental document for release for public comment – now Spring 2006.

Community Based Transportation Plan: West Oakland – The consultant team, with assistance of local high school interns, completed public outreach to confirm the community's transportation needs and potential solutions to meet them. The TAC met March 8th to review the results of community outreach and discuss the feasibility and potential schedule, costs and funding for transportation solutions. The West Oakland PAC will meet on March 20th to provide their input to prioritizing the potential solutions.

MTC's Lifeline Transportation Program – CMA and ACTIA issued a joint Call for Projects for the Lifeline Transportation Program on March 1, 2006. The \$4.9 million grant program will fund innovative and flexible projects that address transportation barriers for low income and minority communities in Alameda County. A workshop will be held at CMA on March 20, 2006. Applications are due April 28, 2006.

Dumbarton Rail Corridor – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternatives and bus alternatives, will be complete June 2006.

Dynamic Ridesharing – The RideNow publicity event is scheduled for March 29 from 7 to 9 a.m. and 4 to 6 p.m. at the Dublin-Pleasanton BART station. Invitations to the event are being sent to

the CMA's Chair and Vice-Chair, the BART Board, and the four cities. Between now and March 29th, the consultant team will be at the station registering participants. Starting on March 29th and continuing for approximately two weeks, additional incentives will be provided to raise participation levels in the program. Forty-five participants are currently registered in the program, an increase of three since last month's report. Since program inception (November 15th, 2005), 465 ride match requests and 20 successful ride matches of 28 attempted ride matches have been made. The Pilot Project is scheduled to be complete by mid-May and an evaluation report presented to the Board at its June or July meeting.

Grand/MacArthur Corridor Transit Enhancements - CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at Eastmont Mall and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, there is also a \$205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project, has completed traffic engineering and transit analysis for the whole corridor with the system engineering analysis pending. The design activity for the seven intersections included in TFCA grant has started. Additional design activities are pending on options presented to the TAC by the consultant. Construction is expected to start in mid 2006 for the seven intersections in the TFCA application, or in fall to include additional components for economy of scale.

Rapid Bus and SMART Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bayfair Center, in the City of San Leandro and includes portions of E. 14th/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to be completed in summer of 2006 for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is complete pending punch list items. Construction for the Telegraph Avenue segment is about 60% complete. Construction on the E 14th/International segment is 30% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance from the CMA on construction of 20th Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by summer of 2006. Based on a request by AC Transit, the CMA Board in February awarded the construction contract to NTK Construction, Inc. of San Francisco contingent upon issuance of a minor encroachment permit from the City of Oakland for the Uptown Transit Center on 20th Street between Broadway and Telegraph. The low bid by NTK construction was \$1,590,918, which is about \$255,000 below the engineer's estimate of probable cost.

SMART Corridors Program – At its meeting of March 7, 2006, ACTAC reviewed and commented on the draft strategies to fund O&M activities of the East Bay SMART Corridors Program. ACTAC recommended that CMA provide funding through some combination of exchanges in the CMA TIP, using TFCA and/or federal funds. The Plans & Programs Committee also discussed the matter at its March meeting and generally concurred with ACTAC's recommendations. After accounting for residual funds from prior commitments and AC Transit's and the west Contra Costa County cities' new commitments, approximately \$280,000 in additional funding is needed to continue the bare minimum program until the end of FY 06/07. Staff will explore how to equitably fund this amount among the partners. Discussions continue with other partners on their contributions. Republic Electric, Inc. has been selected to provide field equipment maintenance for the coming year. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>.

CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks. CMA is also working with the City of Oakland to implement Transportation Management Centers (TMC) for the City and CMA for improved transportation Management. These efforts would also include improving the stability of the SMART Corridors network, which is beneficial to all participating agencies and public. MTC approved a grant application by CMA on behalf of all project partners along San Pablo corridors to optimize traffic signal timing plans for 115 intersections on San Pablo Avenue as well as many crossing arterial roadways connecting San Pablo Avenue with I-80.

San Pablo Avenue Corridor – The CMA will be taking the lead in implementing approximately \$2.2 million in improvements to the Rapid Bus service funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

Route 84 HOV – Dumbarton Corridor - MTC allocated \$2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. Caltrans is nearing completion of the design of the extension of the Westbound HOV lane from Newark Blvd to I-880. CMA staff is coordinating with Caltrans to develop a strategy (both funding and management) for the construction of this project. Once a construction implementation plan is finalized, the project could go to construction in 2006.

Transportation and Land Use Program – The Transit Oriented Development (TOD) Fund Monitoring program is being initiated to monitor funding of the TODs identified in the Countywide Transportation Plan. The Board recommended five Transportation for Livable Communities (TLC) projects, which were sent to MTC in January 2006 for inclusion in the 2006 STIP.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty five employers and 3,703 employees are registered in the program, and 1,007 rides have been taken, including 46 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.20. The average trip length is 39.15 miles. The average trip distance for

a rental car ride is 84 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

TravelChoice Program – Over 70 individual educational pieces of literature have been developed to distribute to 6,500 households in Alameda and Fruitvale. Pre-project surveys have begun and approximately 14% of the project households have responded. Test calls are underway to assure that the outreach script is ready to run the day the project begins. The program will begin with initial calls in April. See attached March update.

Countywide Bicycle Plan – At the March 7th Bicycle Workshop, ACTAC discussed a revised Financially Constrained Network and criteria for identifying projects in Priority Transit Zones and for Maintenance and Rehabilitation of the Existing Bicycle Network. The next Bicycle Plan Update Workshop will be held April 4th at 10 a.m. before the ACTAC meeting. At this meeting, the group will discuss the financially constrained network and high priority projects and review draft Chapters 3 and 5.

Environmental Documents/General Plan Amendments Reviewed

Since my last report, staff has reviewed five environmental documents, notices of preparation or general plan amendments. Responses were prepared for three of them, and they are attached.

CMA Board and Committee Meeting Dates

Board meetings will be at 3:30 p.m. Plans & Programs Committee meetings will be at 10:30 a.m. in the CMA offices in Oakland unless otherwise noted. Administration & Legislation Committee meetings will be at 9:30 a.m. in the CMA offices in Oakland unless otherwise noted.

<u>CMA Board</u>	<u>Plans & Programs</u>	<u>Administration & Legislation</u>
April 27, 2006	April 10, 2006	April 10, 2006
May 25, 2006	May 8, 2006	May 8, 2006
June 22, 2006	June 12, 2006	June 12, 2006
July 27, 2006	July 17, 2006	July 17, 2006
September 28, 2006	September 11, 2006	September 11, 2006

Voice Mail Numbers for Staff

10	Myrna Portillo	17	Vicki Winn
11	Jean Hart	19	Christina Muller
12	Dennis Fay	21	Yvonne Chan
13	Diane Stark	22	Agnas Gooden
14	Cyrus Minoofar	24	Saravana Suthanthira
15	Matt Todd	26	Beth Walukas
16	Frank Furger	27	Stefan Garcia
		36	Claudia Magadan

DEPARTMENT OF TRANSPORTATION
OFFICE OF DIRECTOR
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Be energy efficient!*

RECEIVED
MAR 06 2006

February 27, 2006

BY: _____

Dear Transportation Partners:

As I am sure you are aware, the Governor has proposed the Strategic Growth Plan, which calls for \$105 billion to be invested in transportation over the next ten years, plus \$2 billion for mitigation of existing air quality impacts from ports and goods movement. In all, nearly half of the estimated \$222 billion expected to be raised under the plan is slated for transportation.

Part of the Governor's Strategic Growth Plan is a historic comprehensive transportation investment package that incorporates *GoCalifornia*, a mobility action plan designed to decrease congestion, improve travel times, and increase safety. Last fiscal year, the California Department of Transportation (Department) delivered about \$900 million in highway construction. This year we are on track to deliver over \$3 billion. If the Legislature adopts the Governor's infrastructure program, the Department will be challenged to deliver an even larger program over the next few years. Although highway construction is a relatively minor component in overall aggregate consumption in California, we are concerned about availability and pricing. As part of *GoCalifornia*, the Department's statewide strategy is to work with communities and other State agencies in securing adequate industry capacity for California's needs.

Towards this effort, I would like to bring to your attention the tremendous amount of aggregate needed to supply the projects that support the improvement of the State's transportation infrastructure and the need for new aggregate sources. In recent industry capacity expansion workshops, our construction industry partners shared their concern about the availability of aggregate and other commodities in California. Based upon information from the Department of Conservation, possible cost increases because of potential shortages of aggregate would impact the fiscal budgets of local, regional, and State public works agencies (see enclosed reduced copy of Map Sheet 52, and visit the following Internet site http://www.conservation.ca.gov/CGS/geologic_resources/mineral_production/ms52.htm).

At these workshops, the industry also informed the Department of the many years it can take to get a new aggregate source through the permitting process. We encourage the development of new material sources for aggregate reserves that are identified and developed within California, but recognize that the permitting of any new mining locations must be done in accordance with federal, State, and local laws and regulations while being environmentally sensitive.

Transportation Partners
February 27, 2006
Page 2

Please share this information with your planning commissions, city councils, and county board of supervisors. Thank you in advance for your assistance in helping the Department in its mission to improve mobility across California.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Kempton", followed by a horizontal line.

WILL KEMPTON
Director

Enclosure

c: Mr. Charlie Rea, Construction Materials Association of California
Mr. Sam Hassoun, ACG of California
Ms. Tara Haas, Engineering & Utility Contractors Association
Mr. Ed Kalish, Southern California Contractors Association, Inc.
RTPAs
MPOs
County Transportation Commissions

Ralph A. Lombardi
Bruce P. Loper
Matthew S. Conant
Chris P. Lavdiotis
Peter O. Glaessner
Timothy J. McCaffery
GayLynn R. Kirn
Linda C. Roodhouse
George S. Peyton, Jr.

LOMBARDI, LOPER & CONANT, LLP

Lake Merritt Plaza
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Oakland, California 94612-3541
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Jeffrey D. Hosking
John W. Ranucci
Anthony J. Calero
Vincent Castillo
Lilly M. Omid

Of Counsel
Lori A. Sebransky
Anne D. O'Niell

March 3, 2006

Members of the Board
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

RECEIVED
MAR 06 2006
BY: _____

RE: Countywide Model Update: Review of ABAG Projections 2005 Land Use

Dear Members of the Board of the Alameda County Congestion Management Agency:

Thank you for the opportunity to respond to the CMA Countywide Model Update. On behalf of the City, I would also like to state that we are grateful for the assistance provided by Beth Walukas and Saravana Suthanthira, who were very helpful.

In the February 14, 2006 letter from Saravana Suthanthira to Kate Black, City Planner, Ms. Suthanthira stated that the CMA was unable to provide the City with the background data we were requesting, because the data was developed by the Regional Planning Agency, ABAG. She stated that the CMA was required to use ABAG's numbers. In 2005, the City protested the numbers allocated by ABAG in their Projections 2005. ABAG stated that the numbers were developed from the Census Transportation Package, and although the board of ABAG made a modest modification to their initial projections resulting from the City's protest, they were not willing to make more changes, citing data that they did not develop and couldn't change.

The result is that the City is being asked to comment on documents and projections prepared by various agencies – including the Countywide Model Update prepared by the CMA – that rely on numbers and assumptions that do not accurately reflect the existing circumstances in Piedmont. But no agency seems able to take responsibility for the numbers that lead to their projections and models, and the City is held accountable for land use data that is clearly inaccurate (including agriculture, fishing and mining employment that obviously does not exist in Piedmont) that could affect traffic issues, and will certainly affect housing allocations, all in a fashion that will unjustly penalize Piedmont.

The December 22, 2005 letter advising cities of the opportunity to comment on the Countywide Model Update states that cities may refine the land use data but later states that cities may not change the data; we can only move it from one Transportation Analysis Zone to another provided that the citywide total is plus or minus one percent. There is no point in simply moving around inaccurate data between TAZs, but Piedmont does request that the citywide totals be reduced by one percent, which at least will make the negative impact on Piedmont somewhat less.

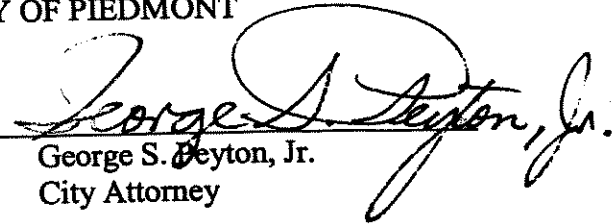
While the City believes the CMA board and staff provide an important function to all member agencies in Alameda County, and we do not have a major objection to the Countywide Model Update in general, we are unfortunately unable to support a process that relies on land use data that is not accurate, and that because of its clear inaccuracy will result in negative impacts on Piedmont and other cities that are directly affected by these inaccuracies.

We would like to take you up on your staff's offer to facilitate a dialogue between the City and ABAG, by arranging a joint meeting between representatives from CMA, ABAG and Piedmont who are knowledgeable about these issues, and who may be able to assist in resolving the current inaccuracies. We appreciate every opportunity we can have to address the inaccurate data. Kate Black will be the contact person to schedule the meeting with City staff. She can be reached at 510-420-3050.

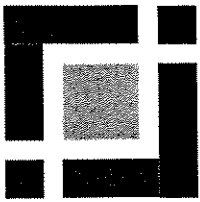
Sincerely,

CITY OF PIEDMONT

By:


George S. Deyton, Jr.
City Attorney

Cc: Mayor and City Council
Geoffrey L. Grote, City Administrator
Kate Black, City Planner



Lynn M. Suter

and Associates

Government Relations

March 16, 2006

TO: Dennis Fay, Executive Director
Alameda County Congestion Management Agency

FR: Lynn M. Suter & Associates

RE: Legislative Update

It surprised only an innocent few when all negotiations on the infrastructure bond shattered. PresProTem Perata threw up his hands at some point, and challenged his partners in debate to try for the November ballot. And that is where we are at, picking up the pieces and looking forward to placing an infrastructure bond on the November ballot.

Ernest negotiations dissolved into an inter-house fight when the Assembly leadership agreed to a proposal that included bonds only for levees and schools. The Assembly, in what seemed like a fit of contrariness, rounded up members from restaurants, fundraisers, and the outer moons of Saturn, convened at 8:00, and passed two measures for the June ballot - a \$10.4 billion bond for schools and universities, and a \$4.15 billion bond to repair levees. No transportation. No housing. No resources. No parks. No real infrastructure. These bonds were approved and promptly sent to the Senate, which had adjourned until Monday an hour earlier.

Meanwhile, members of the Senate Appropriations Committee were corralled for a quick meeting to consider a leadership deal that appropriates \$1 billion from the state's general fund to tamp down California's sprouting levees. No bonds. Just money for levees. Conveniently, the state Department of Finance released rosy figures earlier in the day that indicate there is, in fact, the revenue to produce this miracle. The new General Fund proposal was also promptly approved and lobbied to the Assembly who must deal with it when the return on Monday.

We are back to square one with plenty of time to place a package on the November ballot. The deadline is currently June 29th, but like last night's deadline it's anyone's guess if it is real.

Legislation

The following is an initial review of new measures introduced this years, as well as a couple recently amended bills. If you have any questions, or would like additional information on any of these measures, please give us a call.

Bill	Topic	Status	Position
AB 573 (Wolk) A-01/05/2006	Design professionals: indemnity.	01/19/2006-Re-referred to Com. on JUD. (01/19/2006-S JUD.)	
	As recently amended, AB 573 appears to grant public agencies the ability to include indemnity provisions in public contracts. Since local agencies already have the authority to negotiate indemnity clauses when entering an architectural or engineering services contract, this bill would actually limit the flexibility of local agencies when negotiating contracts. Several prior attempts to implement the contents of AB 573 have all failed.		
AB 1550 (Arambula) A-01/04/2006	California Transportation Commission.	01/26/2006-Referred to Com. on T. & H. (01/26/2006-S T. & H.)	
	This bill would also require the Governor when appointing members to the California Transportation Commission to include a representative from the central valley, and to make every effort to assure that members have an understanding of the state's transportation needs.		
AB 1939 (Bogh) I-02/01/2006	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: repeal.	02/02/2006-From printer. May be heard in committee March 4. (02/01/2006-A PRINT)	
	This bill would repeal the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century currently scheduled for the November ballot.		
AB 1974 (Walters) I-02/09/2006	High-occupancy vehicle lanes.	02/16/2006-Referred to Com. on TRANS. (02/16/2006-A TRANS.)	
	This bill would authorize any county board of supervisors to authorize the use of HOV lanes on the state highway system within the county by any highway vehicle, providing that this use is consistent with federal law.		

AB 2028 (Huff) I-02/14/2006	Transportation funding.	02/15/2006-From printer. May be heard in committee March 17. (02/14/2006-A PRINT)	
	This bill would state the intent of the Legislature to provide an appropriation in the Budget Act of 2007 or in related legislation during the 2007-08 fiscal year to repay fully all Prop. 42 funds that were not transferred to the Transportation Investment Fund		
AB 2113 (Aghazarian) I-02/17/2006	Transportation: goods movement.	02/21/2006-From printer. May be heard in committee March 23. (02/17/2006-A PRINT)	
	This bill would declare the intent of the Legislature to enact legislation to facilitate improvement in the movement of goods in northern California, specifically to and from the Port of Oakland and the Central Valley region.		
AB 2128 (Torrico) I-02/21/2006	Tax: credits: commuter benefits.	02/27/2006-Referred to Com. on REV. & TAX. (02/27/2006-A REV. & TAX)	
	<p>AB 2128 would authorize a tax credit for the costs incurred by a qualified taxpayer to provide commuter benefits, as defined, to its employees.</p> <p>The benefits of this bill would be limited to transit passes or vouchers purchased from a privately owned and operated transit provider that operates vehicles manufactured on or after January 1, 2003.</p>		
AB 2143 (Parra) I-02/21/2006	Transportation: interregional road system.	03/02/2006-Referred to Com. on TRANS. (03/02/2006-A TRANS.)	
	This bill would include State Highway Route 43 as an eligible interregional and intercounty route.		
AB 2290 (DeVore) I-02/22/2006	State highway facilities designated for the exclusive use of commercial trucks: user fees.	03/02/2006-Referred to Com. on TRANS. (03/02/2006-A TRANS.)	

	This bill would authorize Caltrans or regional transportation entities to enter into franchise agreements with public and private entities to construct truck toll lanes along state highways. The bill would authorize user fees to be collected during the franchise agreement period, and would authorize the California Transportation Commission to approve continuation of those fees after the termination of the agreement...		
AB 2295 (Arambula) I-02/22/2006	Transportation capital improvement projects.	03/02/2006-Referred to Com. on TRANS. (03/02/2006-A TRANS.)	
	This bill would state that local road rehabilitation projects are eligible for the regional share of STIP funds.		
AB 2361 (Huff) I-02/23/2006	Transportation: federal funds: border infrastructure funds.	03/13/2006-Referred to Com. on TRANS. (03/14/2006-A TRANS.)	
	This bill would exempt from the county share formula requirements any SAFETEA-LU funds apportioned to the state for the coordinated border infrastructure program. In addition, this bill would require these funds to be programmed by the CTC through a competitive grant program separate from the STIP. Priority would be given to projects that reduce congestion and facilitate goods movement between the Mexico border and other regions.		
AB 2444 (Klehs) I-02/23/2006	Congestion management and motor vehicle environmental mitigation fees.	02/24/2006-From printer. May be heard in committee March 26. (02/23/2006-A PRINT)	Sponsor
	This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a 2/3 vote of all of the members of the governing board, to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion. This bill would also authorize MTC to impose a \$5 registration fee that would be split between the air district and the regional water board for projects that address the mitigate the impact vehicles have on the environment.		
AB 2492 (Benoit) I-02/23/2006	Transportation: new construction: exemptions.	02/24/2006-From printer. May be heard in committee March 26. (02/23/2006-A	

		PRINT)	
	This bill would state the intent of the Legislature to enact legislation that would authorize the Governor to declare a transportation emergency, which would authorize the construction of new transportation infrastructure without regard to existing statutes, regulations, or other similar requirements.		
AB 2538 (Wolk) I-02/23/2006	Transportation funds: planning and programming regional agencies.	03/13/2006-Referred to Com. on TRANS. (03/14/2006-A TRANS.)	
	This bill would authorize each transportation planning agency or county transportation commission to request and receive up to 5% of regional STIP funds for project planning, programming, and monitoring. The bill would change the references to "regional improvement funds" to instead refer to "county shares."		
AB 2621 (Strickland) I-02/24/2006	Sales and use taxes: exemption: gasoline.	02/27/2006-Read first time. (02/24/2006-A PRINT)	
	The Sales and Use Tax Law imposes a tax on the gross receipts from the sale in this state of, or the storage, use, or other consumption in this state of, tangible personal property. This bill would provide an additional exemption for motor vehicle fuel, as defined. This bill contains other related provisions and other existing laws.		
AB 2873 (Wolk) I-02/24/2006	County sales and use taxes: rate increase	02/27/2006-Read first time. (02/24/2006-A PRINT)	
	AB 2873 is the reintroduction of SB 1020 (Migden) from last session. This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. The revenue would be deposited into a local transportation fund, as specified. This bill would also require the sales tax increase to be subject to any applicable voter-approval requirements in California Constitution.		
AB 3031 (Houston) I-02/24/2006	State highways: seismic retrofit and replacement projects.	02/27/2006-Read first time. (02/24/2006-A PRINT)	
	Existing law exempts certain Bay Area state-owned toll bridge seismic retrofit and replacement projects from specified environmental, contracting, and permitting requirements under state law. This bill would extend these exemptions to other state		

highway seismic retrofit and replacement projects.			
SB 1493 (McClintock) I-02/23/2006	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: repeal.	02/24/2006-From print. May be acted upon on or after March 26. (02/23/2006-S PRINT)	
SB 1493 would also repeal the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century that is currently on the November ballot.			
SB 1494 (McClintock) I-02/23/2006	Top priority transportation projects.	02/24/2006-From print. May be acted upon on or after March 26. (02/23/2006-S PRINT)	
This bill would authorize the California Transportation Commission to designate transportation projects of statewide significance as top priority projects. The bill would exempt these projects from the California Environmental Quality Act, and would authorize Caltrans or other implementing agency to use design-build and design-sequencing procedures for the project.			
SB 1611 (Simitian) I-02/24/2006	Congestion management fees.	02/27/2006-Read first time. (02/24/2006-S PRINT)	
This bill would authorize a congestion management agency to impose an annual fee of up to \$20 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. The bill would require the resolution imposing the fee to incorporate the specific transportation program to be funded by the fee and specified findings of fact. The bill would require the resolution to be adopted by a 2/3 vote of the governing board.			
SB 1694 (Aanestad) I-02/24/2006	Transportation: federal funds: allocation to counties.	03/09/2006-To Com. on T. & H. (03/09/2006-S T. & H.)	
Existing law requires the Department of Transportation to apportion certain federal transportation funds known as regional surface transportation program funds to specified regional agencies, which in turn apportion their share of funds for projects in each county within their jurisdiction, including funds for secondary			

	<p>highways. Existing law in that regard requires the apportionment to each county of an amount that is not less than 110% of the amount each county received in federal fiscal year 1990-91 under what was then known as the federal-aid secondary program. This bill would require additional apportionments to each county for these purposes based on a specified formula as a result of changes to federal law.</p>		
SB 1703 (Lowenthal) I-02/24/2006	California Transportation Commission.	02/27/2006-Read first time. (02/24/2006-S PRINT)	
	<p>This bill would change the composition of the California Transportation Commission to consist of 7 members appointed by the Governor, 1 member appointed by the Senate Committee on Rules, and 1 member appointed by the Speaker of the Assembly, plus the 2 ex officio nonvoting legislative members.</p>		

Copeland Lowery Jacquez Denton & White LLC

Specializing in Government Relations

MEMORANDUM

TO: Dennis Fay, Jean Hart and Frank Furger
ACCMA

FROM: Jim Copeland & Emily Bacque
Copeland Lowery Jacquez Denton & White

RE: Washington, D.C. Update

DATE: March 15, 2006

FY07 Appropriations

The FY07 appropriations process is underway. House Subcommittee deadlines for member requests, including the Transportation/Treasury/HUD Subcommittee are this Thursday, March 16. The Senate has still not set any deadlines for its subcommittees.

FY06 Supplemental Appropriations

The House began debate Tuesday on the \$91 billion FY06 supplemental appropriations package that will be used for operations in Iraq, the war on terror, and hurricane related spending. \$72.4 billion would go to the war effort and \$19.8 billion would go to hurricane relief. Conservatives will offer an amendment on Wednesday to split the package into two bills to make it easier to demand offsets for the hurricane spending without having to question the defense spending. This vote is likely to fail. A final vote on the package is not expected until Thursday. The full Senate is not scheduled to take up the bill until mid April.

FY07 Budget

The Senate Budget Committee passed out its FY2007 \$2.8 trillion budget resolution last week by a party line vote of 11-10 after rejecting several Democratic amendments to boost the budget's discretionary spending cap. Some of those amendments involved increasing spending on homeland security, veterans' benefits, and flu pandemic preparations.

The panel did adopt an amendment to restore \$500 million in social services block grant funding that President Bush proposed to cut. In addition, it adopted an amendment by ranking Democrat Kent Conrad (D-ND) to create a \$1.75 billion reserve fund to pay for chronic care management under Medicare.

The Committee did not write any reconciliation instructions to cut entitlement spending or taxes. However, the instructions do include a provision that would allow drilling in the Arctic National Wildlife Refuge (ANWR). This provision is expected to be one of the most controversial votes when the full Senate debates the resolution.

The full Senate began debating the budget resolution on Monday. In addition to passing the budget resolution, the Senate must also vote on raising the debt limit this week by \$781 billion. Treasury Department officials have stated the government could default on its obligations if the debt limit of \$8.184 trillion is not increased by the end of this week.

The House Budget Committee has not yet begun markup of its budget resolution. The House leadership has stated that the full House will not begin debate until after the St. Patrick's Day recess. Majority Leader Boehner has said he would like the full House to complete its work on the resolution by April 8.

Lobbying Reform Proposals

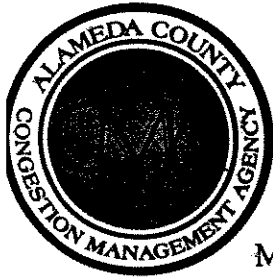
The House Republican Caucus will circulate draft legislation on Thursday, March 16, that would include new mechanisms to require disclosure of earmark sponsors in both House committee reports and House-Senate conference reports. If a project's sponsor is not disclosed, it would subject the underlying bill to a new point of order against its consideration, with 20 minutes for debate followed by a vote. The measure differs from the Senate lobbying bill, which applies earmark restrictions not only to appropriations bills, but also to authorizations and tax bills. The draft House bill applies only to appropriations bills. The bill will likely be formally introduced when the House returns from its St. Patrick's Day Recess.

The Senate began debate the week of March 6 on its lobby overhaul legislation (S. 2349) introduced by Senator Lott. The legislation would make changes to the way Senate business is conducted, such as making it easier for individual senators to challenge earmarks that originate in conference and requiring electronic disclosure of details of trips taken by members and staff.

Although the Senate had hoped to conclude action on its lobbying reform legislation last week, the debate was suspended due to an amendment offered by Sen. Charles Schumer (D-NY) on the Dubai Ports controversy. A motion to limit debate on the Schumer amendment failed by a vote of 51-47 and, as a result, Senator Majority Leader pulled the bill from the Senate floor schedule. The Senate then moved to debate the FY07 Budget Resolution this week; it is now unclear when it will return to the lobbying reform legislation.

St. Patrick's Day Work Period

Both the House and Senate will be in recess the week of March 20.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

March 8, 2006

AC Transit
Director

Dolores Jaquez

Alameda County
Supervisors

Nate Wiley

Scott Haggerty

Vice Chairperson

City of Alameda

Mayor

Beverly Johnson

City of Albany

Mayor

Allan Maris

BART

Director

Thomas Blalock

City of Berkeley

Councilmember

Krist Worthington

City of Dublin

Mayor

Janet Lockhart

City of Emeryville

Mayor

Ruth Akin

City of Fremont

Mayor

Robert Wasserman

City of Hayward

Mayor

Roberta Cooper

City of Livermore

Mayor

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City of Newark

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Councilmember

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Chairperson

City of Piedmont

Councilmember

Jeff Wieler

City of Pleasanton

Mayor

Jennifer Hosterman

City of San Leandro

Mayor

Shelia Young

City of Union City

Mayor

Mark Green

Executive Director

Dennis R. Fav

Secretary Sunne Wright McPeak
Business, Transportation & Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Secretary Allan C. Lloyd
California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

Subject: Draft Goods Movement Action Plan, dated 2-17-06

Dear Secretaries McPeak and Lloyd:

The Administration's Draft Goods Movement Action Plan takes an important first step in identifying improvements that will facilitate the movement of freight in the State. The link between the movement of goods and the economy has been clear, but a comprehensive list of specific recommendations has been lacking prior to this Plan.

While the draft Plan identifies several important projects in Alameda County, I would like to offer several additional projects that are critical to free flow of freight. These projects fit into a comprehensive goods movement corridor concept our agency has begun to develop. The attached two-page document describes the importance of the I-880/I-238/I-580 corridor to goods movement and provides a comprehensive list of potential improvements. At one end of the corridor is the Port of Oakland, the fourth largest container port in the U.S. The Port generates 44,000 jobs and over \$7 billion in economic impact. At the other end of the corridor is the vast central valley of California, with a growing population at the heart of the State's agricultural business. This corridor experiences a total of 17,730 hours of delay per day or approximately 25% of the total delay in the East Bay counties of Alameda and Contra Costa. These freeways experience the highest level of truck traffic in the Bay Region. I-580 in the Livermore Valley is the second most congested corridor in the Bay Area.

In particular, I would like to call your attention to three important projects within this goods movement corridor.

- First, the I-580/I-680 interchange is a critical bottleneck on I-580 in the Livermore Valley and hampers efficient goods movement. Without improvements at this key juncture, the westbound truck-climbing lane proposed in the Plan will not achieve its full benefit. What good will it do for trucks to speed over the Altamont Pass only to sit in congestion on I-580 in the Livermore Valley.

March 8, 2006

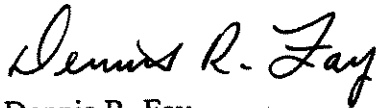
Page 2

- Second, I-238 is a bottleneck for trucks throughout the day. This short freeway link between I-580 and I-880 again hampers efficient movement of freight. Caltrans has proposed truck bypass lanes for this freeway.
- Lastly, Caltrans has identified several bottlenecks on I-880 as part of a new operational study. One of these bottlenecks is within the boundaries of our goods movement corridor between 23rd and 29th Avenues in Oakland. The investigation reports that trucks slow at this point due to low over-crossings. Caltrans has not identified specific improvements as yet, but rebuilding interchanges in an urban environment is rarely inexpensive.

These projects are potentially large in scale and are likely beyond the capacity of Alameda County to fund on its own. We believe there is a strong State interest in these three projects, because they impact a major farm to market and port corridor.

We hope the team working on the goods movement issue will consider these projects. If we can be of any assistance, please contact me.

Sincerely,



Dennis R. Fay
Executive Director

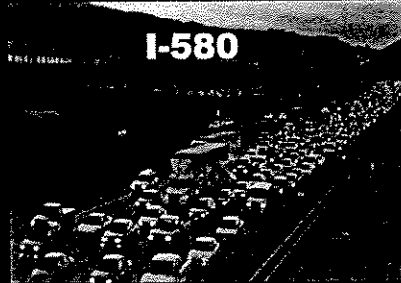
cc Will Kempton, Caltrans Director
Bijan Sartipi, Director, Caltrans District 4
John Barna, Executive Director, California Transportation Commission
Steve Heminger, Executive Director, Metropolitan Transportation Commission
Jack Broadbent, Air Pollution Control Officer, Bay Area Air Quality Management District
Bruce Kern, Executive Director, Economic Development Alliance for Business
Christine Monsen, Executive Director, Alameda County Transportation Improvement Authority
Steve Wallauch, Lynn Suter & Associates

file California Goods Movement Action Plan

Goods Movement Improvements in the I-880 / I-238 / I-580 Corridor



Port of Oakland cranes move approximately 1.2 M containers per year

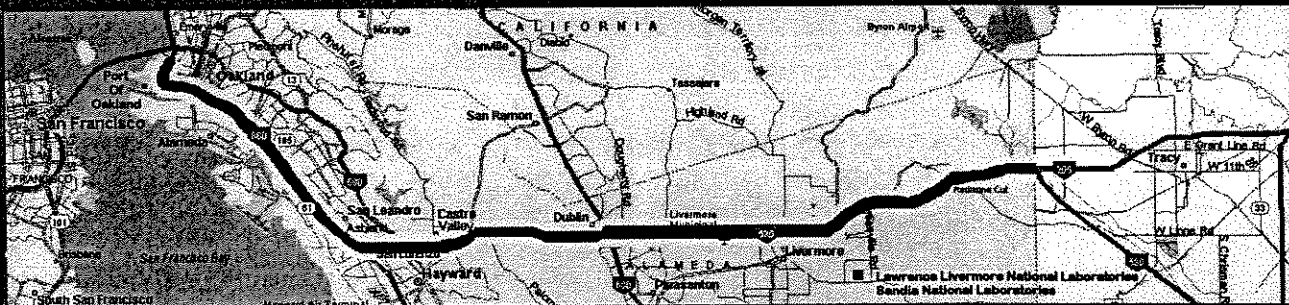


2nd most congested freeway in the Bay Region



I-238 experiences congestion through out the day

The movement of goods affects us all whether it's the impact of trucks on our freeways or when we buy something that arrived at the retail store by truck. The I-880/I-238/I-580 corridor is arguably the most significant freight corridor in the Bay Area. It provides access from farms and warehouses in the Central Valley to Bay Area markets. It provides access to the Port of Oakland, the 4th largest container port in the US. Thousands of jobs depend on this corridor flowing freely.



- Oakland is the fourth- largest container port in the U.S.
- 1.2 million containers handled per year. Projected to grow by nearly three times by 2030.
- Over 44,000 jobs generated by Port activity; over \$7 billion in economic impact.
- Traffic traversing the I-880/ I-238/ I-580 corridor experiences a total of 17,730 hours of delay per day, approximately 25% of total delay in the entire East Bay.
- I-580 in the Livermore Valley is the 2nd most congested freeway in the Bay Region.
- Trucks represent 11% of the daily traffic on I-880 in Oakland. Each truck has an impact on congestion equal to three automobiles.
- I-238 experiences congestion through out the day.



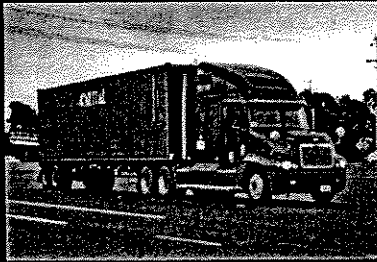
Alameda County Congestion Management Agency
1333 Broadway, Suite 220 Oakland, CA 94612
Phone: (510) 836-2560 Fax: (510) 836-2181



Goods Movement Improvements in the I-880 / I-238 / I-580 Corridor



Trucks constitute 11% of I-880 traffic



One truck equals 3 cars



I-880/I-238/I-580 corridor experiences a total of 17,730 hours of delay per day

The following preliminary list of improvements totals over \$1 billion.

I-880 Corridor - Oakland

Ramp Reconfigurations, auxiliary lanes, and other operational improvements between Downtown and the Coliseum

I-880 42nd Ave & High St Interchange Improvements

I-880 Broadway/Jackson Interchange Improvements

7th St/UPRR Grade Separation, Port of Oakland

Air Cargo Access Road, Oakland Airport

I-880 Corridor - San Leandro

I-880/Davis St Interchange

I-880/Marina Blvd Interchange

Auxiliary Lanes Davis St to Marina

Auxiliary Lanes 98th Avenue to Davis Street

I-238 Corridor

Truck Bypass Lanes

Widening to six lanes (construction to begin spring 2006)

I-580 Corridor - Central County

Interchange Improvements in Castro Valley

Traffic Management Systems Ramp Metering,

Dublin to I-880

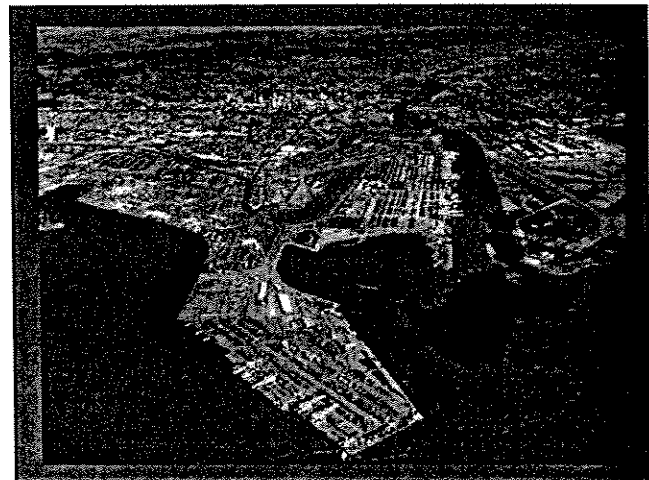
I-580 Corridor - Livermore Valley

I-580/I-680 Interchange direct connections

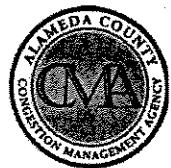
Westbound I-580 HOV lane including auxiliary lanes.

Truck climbing lanes at Altamont Pass

Traffic Management Systems Ramp Metering, San Joaquin Co line to Dublin



Alameda County Congestion Management Agency
1333 Broadway, Suite 220 Oakland, CA 94612
Phone: (510) 836-2560 Fax: (510) 836-2185
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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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March 15, 2006

AC Transit

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Dolores Jaquez

Alameda County

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Scott Haggerty
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Luis Freitas

City of Oakland

Councilmember
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Chairperson

City of Piedmont

Councilmember
Jeff Wieler

City of Pleasanton

Mayor
Jennifer Hosterman

City of San Leandro

Mayor
Shelia Young

City of Union City

Mayor
Mark Green

Executive Director

Mr. George S. Peyton, Jr
City Attorney/City of Piedmont
Lombardi, Loper & Conant, LLP
1999 Harrison Street, Suite 1950
Oakland, CA 94612-2699

SUBJECT: Countywide Model Update: Allocation of ABAG Projections 2005 Land Uses – Response to Letter Dated March 3, 2006

Dear Mr. Peyton:

Thank you for your letter to the ACCMA Board of Directors dated March 3rd, 2006 about the use of ABAG Projections 2005 in the current Countywide Transportation Model Update. Per Section 65089 (c) of the Congestion Management Program (CMP) legislation (see page A-7 of the CMP attached), the ACCMA is required to use the most recent land use projections adopted by the ABAG Board of Directors in the model update. Each jurisdiction has the opportunity to provide input on the distribution of the ABAG land use projections to meet the Land Use Analysis Program Tier II requirements (see page 66 of the CMP attached). The Tier II requirement is part of the Annual Conformity Findings indicating that each jurisdiction is in compliance with the CMP. Compliance with the CMP ensures that the jurisdiction continues to receive their increment of subventions from the fuel tax made available by Proposition 111 (see pages 74 and 75 of the CMP attached). The Tier II requirement is consistent with the ACCMA's request to the City to review and re-allocate land uses among the City's traffic analysis zones for the Countywide Transportation Model Update.

We recognize that you do not agree with ABAG's 2005 Projections for the City of Piedmont. However, the ACCMA must proceed with the development of the Countywide Transportation Model, including allocating the land uses. The ACCMA requests that the City of Piedmont either reallocate the land uses among the City's traffic analysis zones or indicate acceptance of the allocation that was previously sent to the City. If the City chooses to reallocate the land uses, you could reduce the land use by one percent as you have indicated that you would like to do. Either approach would result in a finding that the City is in conformance with the Land Use Analysis Program for 2006.

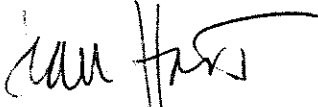
In order to address your issues in the longer term, we are in the process of setting up a meeting between Alameda County jurisdictions and ABAG and MTC to discuss ways to provide input into ABAG's current update of the Projections to 2007. While, this does not address your concerns for Projections 2005, it is a first step toward trying to

find solutions for the next land use update of the Countywide Model that will occur in two years.

Regarding your comment on the accuracy of the data in terms of job categories assigned to the city of Piedmont, the Agriculture, Fisheries (or Forestry) & Mining (AFM) job category includes veterinary, animal services, and landscape and horticultural services in addition to agriculture, fishing and mining jobs. This means that lawn care and gardening services, pet sitters and dog-walkers would be considered AFM jobs for ABAG/MTC modeling purposes.

If you have any questions or require any additional information, please do not hesitate to contact me at (510) 836-2560 x11.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jean Hart', with a stylized flourish extending from the end.

Jean Hart
Deputy Director

cc: ACCMA Board of Directors
Mayor and City Council
Geoffrey L. Grote, Piedmont City Administrator
Kate Black, City Planner
Saravana Suthanthira, Associate Transportation Planner
Beth Walukas, CMA Consultant
file: 2004/05 Countywide Model Update

- (d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5.

Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089.

- (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.
- (b) The program shall contain all of the following elements:
- (1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either
- (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or
- (ii) the department is responsible for preparing the regional transportation improvement plan for the county.
- (B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling

methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

- (d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.
- (2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.
- (e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1.

- (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.
- (b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.
- (c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.
- (d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.
- (e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.
- (f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

Table 14 — Land-Use Analysis Program Tier I Requirements

Action	General Plan Amendments	Notices Of Preparation
Submit to CMA?	Mandatory	Mandatory
Timeframe for submittals	Ongoing	Ongoing
CMA comments?	Yes	Yes

Note: The CMA will review and comment on general plan amendments and notices of preparation that exceed the threshold of generating 100 p.m. peak-hour trips more than the adopted general plan land-use designation for general plan amendments or 100 p.m. peak-hour trips more than existing uses for projects consistent with the general plan.

General plan categories can encompass a fairly wide range of trip generators. For example, a parcel may be zoned for “Medium-High Density Residential, 16-30 units per acre”. There is a variation of almost 100 percent between the low and high ends of the allowable density. A variety of land uses with a wide range of trip generation may be allowed within a single zoning designation. In both cases, market conditions at the time of construction will dictate the actual uses, but until then, reasonable assumptions will have to be made regarding the specific trip generation characteristics input to the model.

Tier I(b) — Large-Scale Projects Consistent with General Plan: Notices of Preparation

This tier involves a review by the CMA of notices of preparation of environmental impact reports, concurrently with the city’s or county’s approval process. Every notice of preparation and draft and final environmental document will be forwarded to the CMA for review. The CMA will be responsible for determining whether an application meets the threshold criteria for CMA review and comment. The same review and modeling process described under Tier I(a) applies to Tier I(b).

Tier II

On a biennial basis when ABAG publishes new land-use projections (typically for even-numbered years), the Tier II analysis will be performed by CMA staff based on ABAG’s latest projections, with local input on the distribution of ABAG projections within each jurisdiction. Local jurisdictions will have 60 days in which to provide input on how their respective ABAG projections will be distributed by traffic analysis zones.

ABAG-consistent data (at the countywide level and for each jurisdiction) will always be used for CMP purposes other than the Land-Use Impact Analysis Program.

- The number of trips should be assessed from the standpoint of the possible demand generated for new transit services. If the development is significant enough to create a strong demand for services, the environmental review should address a funding mechanism for the service. No statements should be made regarding the possible extension of transit services without consultation with the affected transit operator(s).
- Traffic lanes must be at least 11 feet wide to provide for satisfactory bus operation.
- Sidewalks should be provided.
- Intersection turning radii: It is desirable to have a corner radius of 30 to 55 feet (based on proximity of curb parking) in order to expedite right turns to and from through lanes.
- Roadway grades: Roadways prepared for bus service should have grades equal to or less than 12 percent for both uphill and downhill operations. Grades of eight percent or less are desirable.
- Traffic Index for Pavement Design: In order for the streets in a development to support bus traffic, their traffic index should be at least 8.0.
- A continuous, safe bicycle path system, including support facilities such as lockers should be considered.

COMPLIANCE AND CONFORMANCE

The CMA is responsible for monitoring conformance with the adopted CMP.³ Among the requirements, each city and the county must have adopted and be implementing a land-use analysis program. While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance.

At the time of the finding, the CMA would provide recommendations for corrective actions. If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination.

The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program.

If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released. If after the

³ California Government Code Section 65089.3

12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

If a proposed development was specified in a development agreement entered into prior to July 10, 1989, then it is not subject to any action taken to comply with the CMP, with the exception of those actions required for the trip-reduction and travel-demand element of the CMP.⁴

In some cases the CMA may find that additional mitigation measures are necessary to prevent certain segments of the CMP-designated system from deteriorating below the established level-of-service standards, before a conformance finding is made. In such cases, the CMA will require the local jurisdiction to determine whether the additional mitigation measures will be undertaken as a condition of project approval, or whether they will be implemented as part of a deficiency plan for the CMP system segments affected.

LOCAL GOVERNMENT RESPONSIBILITIES

Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land-use decisions:

- responsible for modeling, using the most recent CMA-certified travel-demand model, all general plan amendments and large-scale projects consistent with general plans that meet the 100 p.m. peak-hour threshold; the results of the model shall be analyzed for impacts on the Metropolitan Transportation System and shall be incorporated in the environmental document.
- forward to the CMA all notices of preparation, draft environmental impact reports/statements, final environmental impact reports/statements, and final disposition of the general plan amendment/development requests.
- work with the CMA on the mitigation of development impacts on the metropolitan transportation system.
- biennially provide an update (prepared by the jurisdiction's planning department) of the estimated land uses likely to occur by utilizing ABAG's most recent forecast for a near-term and far-term horizon year; this land-use information will be provided in a format that is compatible with the countywide travel model.

In addition, each local jurisdiction must demonstrate to the CMA that the land-use program is being carried out by September 1 of each year.

⁴ California Government Code Section 65089.7

Ralph A. Lombardi
Bruce P. Loper
Matthew S. Conant
Chris P. Lavdiotis
Peter O. Glaessner
Timothy J. McCaffery
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March 3, 2006

RECEIVED
MAR 06 2006

BY:

Members of the Board
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Countywide Model Update: Review of ABAG Projections 2005 Land Use

Dear Members of the Board of the Alameda County Congestion Management Agency:

Thank you for the opportunity to respond to the CMA Countywide Model Update. On behalf of the City, I would also like to state that we are grateful for the assistance provided by Beth Walukas and Saravana Suthanthira, who were very helpful.

In the February 14, 2006 letter from Saravana Suthanthira to Kate Black, City Planner, Ms. Suthanthira stated that the CMA was unable to provide the City with the background data we were requesting, because the data was developed by the Regional Planning Agency, ABAG. She stated that the CMA was required to use ABAG's numbers. In 2005, the City protested the numbers allocated by ABAG in their Projections 2005. ABAG stated that the numbers were developed from the Census Transportation Package, and although the board of ABAG made a modest modification to their initial projections resulting from the City's protest, they were not willing to make more changes, citing data that they did not develop and couldn't change.

The result is that the City is being asked to comment on documents and projections prepared by various agencies – including the Countywide Model Update prepared by the CMA – that rely on numbers and assumptions that do not accurately reflect the existing circumstances in Piedmont. But no agency seems able to take responsibility for the numbers that lead to their projections and models, and the City is held accountable for land use data that is clearly inaccurate (including agriculture, fishing and mining employment that obviously does not exist in Piedmont) that could affect traffic issues, and will certainly affect housing allocations, all in a fashion that will unjustly penalize Piedmont.

The December 22, 2005 letter advising cities of the opportunity to comment on the Countywide Model Update states that cities may refine the land use data but later states that cities may not change the data; we can only move it from one Transportation Analysis Zone to another provided that the citywide total is plus or minus one percent. There is no point in simply moving around inaccurate data between TAZs, but Piedmont does request that the citywide totals be reduced by one percent, which at least will make the negative impact on Piedmont somewhat less.

While the City believes the CMA board and staff provide an important function to all member agencies in Alameda County, and we do not have a major objection to the Countywide Model Update in general, we are unfortunately unable to support a process that relies on land use data that is not accurate, and that because of its clear inaccuracy will result in negative impacts on Piedmont and other cities that are directly affected by these inaccuracies.

We would like to take you up on your staff's offer to facilitate a dialogue between the City and ABAG, by arranging a joint meeting between representatives from CMA, ABAG and Piedmont who are knowledgeable about these issues, and who may be able to assist in resolving the current inaccuracies. We appreciate every opportunity we can have to address the inaccurate data. Kate Black will be the contact person to schedule the meeting with City staff. She can be reached at 510-420-3050.

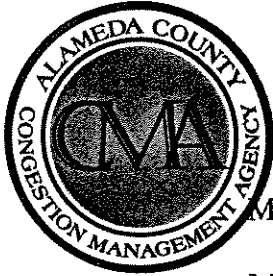
Sincerely,

CITY OF PIEDMONT

By:


George S. Beyton, Jr.
City Attorney

Cc: Mayor and City Council
Geoffrey L. Grote, City Administrator
Kate Black, City Planner



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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March 15, 2006

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Dolores Jaquez

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Larry Reid
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Mayor
Shelia Young

City of Union City
Mayor
Mark Green

Executive Director

Mr. Hanson Hom
Community Development Director
City of San Leandro
835 E. 14th Street
San Leandro, CA 94577

SUBJECT: Countywide Model Update: Allocation of ABAG Projections 2005 Land Use – Response to Letter Dated March 3, 2006

Dear Mr. Hom:

Thank you for your letter dated March 3rd, 2006 about the use of ABAG Projections 2005 in the current Countywide Transportation Model Update. Per Section 65089 (c) of the Congestion Management Program (CMP) legislation (see page A-7 of the CMP attached), the ACCMA is required to use the most recent land use projections adopted by the ABAG Board of Directors in the model update. Each jurisdiction has the opportunity to provide input on the distribution of the ABAG land use projections to meet the Land Use Analysis Program Tier II requirements (see page 66 of the CMP attached). The Tier II requirement is part of the Annual Conformity Findings indicating that each jurisdiction is in compliance with the CMP. Compliance with the CMP ensures that the jurisdiction continues to receive their increment of subventions from the fuel tax made available by Proposition 111 (see pages 74 and 75 of the CMP attached). The Tier II requirement is consistent with the ACCMA's request to the City to review and re-allocate land uses among the City's traffic analysis zones for the Countywide Transportation Model Update.

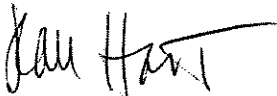
We recognize that you do not agree with ABAG's 2005 Projections for the City of San Leandro. However, the ACCMA must proceed with the development of the Countywide Transportation Model, including allocating the land uses. The ACCMA requests that the City of San Leandro either reallocate the land uses among the City's traffic analysis zones or indicate acceptance of the allocation that was previously sent to the City. Either approach would result in a finding that the City is in conformance with the Land Use Analysis Program for 2006.

In order to address your issues in the longer term, we are in the process of setting up a meeting between Alameda County jurisdictions and ABAG and MTC to discuss ways to provide input into ABAG's current update of the Projections to 2007. While, this does not address your concerns for Projections 2005, it is a first step toward trying to find solutions for the next land use update of the Countywide Model that will occur in two years.

In response to your question about situations where the use of the Transportation Model with Projections 2005 will affect the City, the model is used to meet the requirements of the Land Use Analysis Program Development Review Process. The CMA reviews all general plan amendments (GPAs) and large scale projects consistent with a general plan to identify traffic impacts to the MTS roadway system. The analyses supporting the environmental review process for these types of developments that exceed the 100 p.m. peak hour trips are based on the Countywide Transportation Model.

If you have any questions or require any additional information, please do not hesitate to contact me at (510) 836-2560 x11.

Sincerely,



Jean Hart

Deputy Director

cc: Janet McBride, Planning Director, ABAG
Saravana Suthanthira, Associate Transportation Planner
Beth Walukas, CMA Consultant
file: 2004/05 Countywide Model Update

- (d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

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Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

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- (b) The program shall contain all of the following elements:
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- (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or
- (ii) the department is responsible for preparing the regional transportation improvement plan for the county.
- (B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling

methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

- (d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.
- (2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.
- (e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1.

- (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.
- (b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.
- (c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.
- (d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.
- (e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.
- (f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

Table 14 — Land-Use Analysis Program Tier I Requirements

Action	General Plan Amendments	Notices Of Preparation
Submit to CMA?	Mandatory	Mandatory
Timeframe for submittals	Ongoing	Ongoing
CMA comments?	Yes	Yes

Note: The CMA will review and comment on general plan amendments and notices of preparation that exceed the threshold of generating 100 p.m. peak-hour trips more than the adopted general plan land-use designation for general plan amendments or 100 p.m. peak-hour trips more than existing uses for projects consistent with the general plan.

General plan categories can encompass a fairly wide range of trip generators. For example, a parcel may be zoned for “Medium-High Density Residential, 16-30 units per acre”. There is a variation of almost 100 percent between the low and high ends of the allowable density. A variety of land uses with a wide range of trip generation may be allowed within a single zoning designation. In both cases, market conditions at the time of construction will dictate the actual uses, but until then, reasonable assumptions will have to be made regarding the specific trip generation characteristics input to the model.

Tier I(b) — Large-Scale Projects Consistent with General Plan: Notices of Preparation

This tier involves a review by the CMA of notices of preparation of environmental impact reports, concurrently with the city’s or county’s approval process. Every notice of preparation and draft and final environmental document will be forwarded to the CMA for review. The CMA will be responsible for determining whether an application meets the threshold criteria for CMA review and comment. The same review and modeling process described under Tier I(a) applies to Tier I(b).

Tier II

On a biennial basis when ABAG publishes new land-use projections (typically for even-numbered years), the Tier II analysis will be performed by CMA staff based on ABAG’s latest projections, with local input on the distribution of ABAG projections within each jurisdiction. Local jurisdictions will have 60 days in which to provide input on how their respective ABAG projections will be distributed by traffic analysis zones.

ABAG-consistent data (at the countywide level and for each jurisdiction) will always be used for CMP purposes other than the Land-Use Impact Analysis Program.

- The number of trips should be assessed from the standpoint of the possible demand generated for new transit services. If the development is significant enough to create a strong demand for services, the environmental review should address a funding mechanism for the service. No statements should be made regarding the possible extension of transit services without consultation with the affected transit operator(s).
- Traffic lanes must be at least 11 feet wide to provide for satisfactory bus operation.
- Sidewalks should be provided.
- Intersection turning radii: It is desirable to have a corner radius of 30 to 55 feet (based on proximity of curb parking) in order to expedite right turns to and from through lanes.
- Roadway grades: Roadways prepared for bus service should have grades equal to or less than 12 percent for both uphill and downhill operations. Grades of eight percent or less are desirable.
- Traffic Index for Pavement Design: In order for the streets in a development to support bus traffic, their traffic index should be at least 8.0.
- A continuous, safe bicycle path system, including support facilities such as lockers should be considered.

COMPLIANCE AND CONFORMANCE

The CMA is responsible for monitoring conformance with the adopted CMP.³ Among the requirements, each city and the county must have adopted and be implementing a land-use analysis program. While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance.

At the time of the finding, the CMA would provide recommendations for corrective actions. If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination.

The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program.

If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released. If after the

³ California Government Code Section 65089.3

12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

If a proposed development was specified in a development agreement entered into prior to July 10, 1989, then it is not subject to any action taken to comply with the CMP, with the exception of those actions required for the trip-reduction and travel-demand element of the CMP.⁴

In some cases the CMA may find that additional mitigation measures are necessary to prevent certain segments of the CMP-designated system from deteriorating below the established level-of-service standards, before a conformance finding is made. In such cases, the CMA will require the local jurisdiction to determine whether the additional mitigation measures will be undertaken as a condition of project approval, or whether they will be implemented as part of a deficiency plan for the CMP system segments affected.

LOCAL GOVERNMENT RESPONSIBILITIES

Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land-use decisions:

- responsible for modeling, using the most recent CMA-certified travel-demand model, all general plan amendments and large-scale projects consistent with general plans that meet the 100 p.m. peak-hour threshold; the results of the model shall be analyzed for impacts on the Metropolitan Transportation System and shall be incorporated in the environmental document.
- forward to the CMA all notices of preparation, draft environmental impact reports/statements, final environmental impact reports/statements, and final disposition of the general plan amendment/development requests.
- work with the CMA on the mitigation of development impacts on the metropolitan transportation system.
- biennially provide an update (prepared by the jurisdiction's planning department) of the estimated land uses likely to occur by utilizing ABAG's most recent forecast for a near-term and far-term horizon year; this land-use information will be provided in a format that is compatible with the countywide travel model.

In addition, each local jurisdiction must demonstrate to the CMA that the land-use program is being carried out by September 1 of each year.

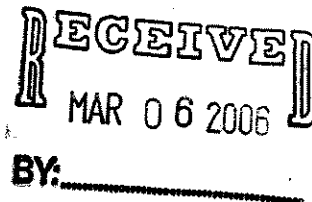
⁴ California Government Code Section 65089.7

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



March 3, 2006

Jean Hart
Deputy Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612



Dear Ms. Hart,

Thank you for the opportunity to review and comment on the newest projections for household and employment growth, ACCMA Projections 2005. We have taken a very detailed look at the numbers within the newly created Transportation Analysis Zones (TAZs) as well as the overall growth projection figures for the City of San Leandro as a whole.

Given that the projections are based on *ABAG Projections 2005*, the City holds similar reservations as those that were communicated to ABAG when their projections were first drafted (see response letters to Paul Fassinger, dated February 7, 2003, and October 20 2004) particularly regarding the housing growth projections. In both letters, we pointed out that the projected housing growth was significantly higher than the potential indicated in San Leandro's adopted General Plan (2002) and Housing Element (2003).

Since the adoption of both plans, the City has advocated higher-sensity residential and mixed-use development at key areas, such as along East 14th Street and surrounding its two BART stations, where transit access is convenient. While the projections for TAZs covering these areas may be achievable by 2030, the accumulative City-wide projections are overly optimistic due to the limitation of available development sites and current City policies.

Because the ACCMA projections are based on the ABAG projections, these same basic reservations exist for the housing unit data provided to us in this model. These are described in more detail later in the analysis attached to this letter.

We have fewer concerns on the overall growth figures for the employment sector, although these also appear to be overestimated when compared to our own data which is based on Business License information. Our main questions pertain to the distribution of the data on current and projected jobs within the different TAZs. Overall, the projections for job growth appear to be within the acceptable forecasts of our own Business Development Office.

Shelia Young, Mayor

City Council:

Orval "OB" Badger;
Tony Santos;

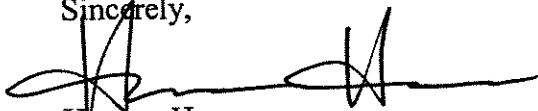
Surlene G. Grant;
Joyce Starosciak;

Glenda Nardine;
Bill Stephens

Much of our analysis (see attached) points out major discrepancies between the base projections and our inventory of potential housing growth. Should the CMA proceed with the use of the models based on ABAG Projections 2005, we wish to re-state that we believe the underlying data does not coincide with our adopted General Plan and Housing Element projections. We also ask that the ACCMA advise the City of any situations where the use of the data in this model may be detrimental to the City.

Please call me at 510-577-3421 if you have any questions or need additional information. We would welcome a meeting between ACCMA staff and City staff to discuss in more detail the approach to using this model.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hanson Hom', with a stylized, flowing script.

Hanson Hom
Community Development Director

C: Janet McBride, Planning Director, ABAG
Saravana Suthanthira, Associate Transportation Planner, ACCMA

Encl: Household and Employment Analysis
ABAG letters dated February 7, 2003 and October 20, 2004

TravelChoice Program Update

March 2006

The TravelChoice Program kicked off mid-November after funding was secured from the Alameda County Congestion Management Agency (ACCMA) and Bay Area Air Quality Management District (BAAQMD) in October. The past month has been spent organizing materials and information, and setting up the TravelChoice outreach.

Key Milestones include:

Surveys Underway

NelsonNygaard created a one-day travel Diary. The survey, accompanied by a letter of introduction from Alameda's City Manager Debra Kurita and Oakland's City Administrator Deborah Edgerly (to the appropriate city), has been mailed out to 6500 households. Responses are currently being collected and will continue to trickle in until 3/16 or so. An initial summary report of the data will be available in April.

Project Outreach – Test Calls Begun

Tactical Telesolutions (TTS), a SF-based telephone outreach company, began a 2-week call test to 240 households outside the project area. Initial results show their contact rates at or above the expected rate and higher than average opt-in responses. The calls have been used to make changes to the call script, set-up TravelChoice in-house database software. The calls will be complete on 3/20 and if the results hold-up, we can move very confidently forward that the budget for outreach will be met.

Community Partners update

The Alameda Marketplace, Doumitt Shoes, Java Rama, and Books Inc. have all agreed to provide incentives in Alameda for the project and/or survey. Deep Roots Urban Tea House, World Cup Coffee and Los Cantaros Taqueria in Fruitvale will provide incentives in Fruitvale.

BikeAlameda will be providing the program with Alameda bicycle maps and have agreed to set up bicycle riding training dates in May and June which will be offered to people within the program. The East Bay Bicycle Coalition is also trying to arrange similar trainings in Fruitvale.

Educational Materials

Materials for the project are in production. Paratransit information has been added to the Alameda project and we are in discussions with Oakland about including the same in Fruitvale.

Key Next Steps for March/April:

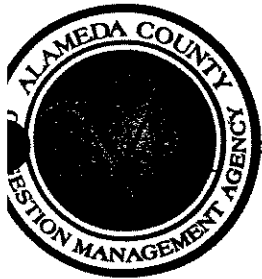
- Outreach / PR for awareness
- Hiring of part-time materials distributors
- Database design completed
- All materials received
- Outreach Calls begin April 3
- Deliveries begin ~ April 10
- Motivational phone calls begin April 15

TravelChoice Program Update

March 2006

The TravelChoice program has been moving forward very smoothly and successfully thanks to the work and dedication of the staff at all of our partner agencies. I want to thank specifically Aaron Previn and Victoria Wake at AC Transit, David Martindale at BART, Brooke Kuhn at the AC Public Health Dept. and Diane Stark at the ACCMA for all the time and energy that they have put into the project. Thanks also to Barry Bergman, Ernest Sanchez, and Jackie Kraus at the City of Alameda, Jennifer Stanley, Jason Patton and David Ralston at the city of Oakland. Tess Lengyel and Jenny Barrett at ACTIA for all the time and energy they have spent in giving their professional input into the creation of our outreach materials..

For more information on the TravelChoice Program, please contact John Knox White at TALC (510-277-2089).



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

AC Transit
Director

Dolores Jaquez

February 16, 2006

Alameda County

Supervisors

Nate Miloy

Scott Haggerty

Vice Chairperson

Mr. Douglas Garrison

Planner III

Planning and Building Department

City of Alameda

Mayor

Beverly Johnson

City of Alameda

2263 Santa Clara Avenue, Room 190

City of Albany

Mayor

Alan Maris

Alameda, CA 94501

BART

Director

Thomas Blalock

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Alameda Towne Centre (formerly South Shore Shopping Center) Project

City of Berkeley

Councilmember

Kris Worthington

Dear Mr. Garrison:

City of Dublin

Mayor

Janet Lockhart

City of Emeryville

Mayor

Ruth Alkin

City of Fremont

Mayor

Robert Wasserman

City of Hayward

Mayor

Roberta Cooper

City of Livermore

Mayor

Marshall Kamena

City of Newark

Councilmember

Luis Freitas

City of Oakland

Councilmember

Larry Reid

Chairperson

City of Piedmont

Councilmember

Jeff Wieler

City of Pleasanton

Mayor

Jennifer Hosterman

City of San Leandro

Mayor

Shelia Young

City of Union City

Mayor

Mark Green

The ACCMA respectfully submits the following comments:

- The City of Alameda adopted Resolution 12308 on August 18, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP and the land uses that are being considered, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraphs as they discuss the responsibility for modeling.
 - The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City of Alameda has a signed Countywide Model Agreement with the ACCMA dated January 27, 1999. The Countywide model incorporating ABAG's land use data for Projections 2002 is available to the local jurisdictions for this

Executive Director

purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The analysis should address all potential impacts of the project on the MTS roadway and transit systems. These include State Route 61, I-880, Atlantic Avenue, Broadway (Alameda), Central Avenue, Constitution Way, Fruitvale Avenue (Alameda), High Street (Alameda and Oakland), Main Street, Otis Drive, Park Street/23rd (Alameda and Oakland), Posey/Webster Tubes, Webster Street (Alameda and Oakland), 8th Street (Alameda), 7th/8th Street (Oakland), Harrison Street (Oakland) as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
 - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2005 CMP for more information).
 - In addition, the adopted 2005 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2005 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2005 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of

Mr. Douglas Garrison
February 16, 2006
Page 3

attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Once again, thank you for the opportunity to comment on this NOP for a DEIR. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: Chron
file: CMP - Environmental Review Opinions - Responses - 2006



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Jeff Wieler

City of Pleasanton

Mayor

Jennifer Hosterman

City of San Leandro

Mayor

Sheila Young

City of Union City

Mayor

Mark Green

Executive Director

February 21, 2006

Mr. Andrew Thomas
Supervising Planner
Planning and Building Department
City of Alameda
2263 Santa Clara Avenue, Room 190
Alameda, CA 94501

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Alameda Landing Mixed Use Development Project

Dear Mr. Thomas:

Thank you for the opportunity to comment on the City of Alameda's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Alameda. The project proposes an amendment to the Catellus Mixed Use Development Project that was approved by the City in 2000 and 2001. The proposed amendments include:

- Changing the approved land use on approximately 26 acres of land from commercial office/research and development and supporting ground floor retail to medium density residential. This 26-acre would approximately accommodate 3000 housing units.
- Changing the approved land use on 32 acres from commercial office/research and development to allow for a retail shopping center of approximately 300,000 square feet of floor area and 200,000 square feet of health clubs or similar uses.

The ACCMA respectfully submits the following comments:

- The City of Alameda adopted Resolution 12308 on August 18, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP and the land uses that are being considered, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraphs as they discuss the responsibility for modeling.
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ABAG's land use data for Projections 2002 is available to the local jurisdictions for this purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

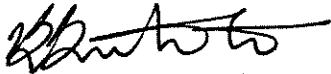
- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The analysis should address all potential impacts of the project on the MTS roadway and transit systems. These include State Route 61, I-880, I-980, SR 24, Atlantic Avenue, Broadway (Alameda), Central Avenue, Constitution Way, Fruitvale Avenue (Alameda), High Street (Alameda and Oakland), Main Street, Otis Drive, Park Street/23rd (Alameda and Oakland), Posey/Webster Tubes, Webster Street (Alameda and Oakland), 8th Street (Alameda), 7th/8th Street (Oakland), Harrison Street (Oakland) as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
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- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient

Mr. Andrew Thomas
February 21, 2006
Page 3

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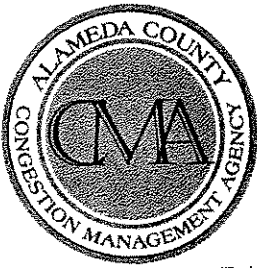
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Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: Chron
file: CMP - Environmental Review Opinions - Responses - 2006



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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February 21, 2006

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Ms. Elois Thornton
Planner IV

City of Oakland Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3330
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation for a Draft Supplemental Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project

Dear Ms. Thornton:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the Oakland Army Base Auto Mall Project. The proposed project involves allowing for use of the North Gateway portion of the Redevelopment Plan Area, approximately 30-acre, for automobile dealerships with plans to develop five separate approximately 5-acre into 4 or 5 automobile dealerships plus associated roadways and infrastructure improvements. A second option (Option B) also being considered includes the above proposal with the addition of also allowing for use of an additional 30 acres in the East Gateway portion of the Redevelopment Plan Area. Option B would add three more automobile dealerships on approximately 5-acre parcels, plus a 15-acre site for approximately 150,000 square feet of "big box" retail use, plus associated roadways and infrastructure improvements. The current project is the implementation of a portion of the redevelopment plan and Reuse Plan, but with specific land uses not fully detailed under the Oakland Army Base Redevelopment EIR.

The ACCMA respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). Based on our review of the NOP, the proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions. If this is the case, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2010 and 2025 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are now responsible for conducting the model runs themselves or through a consultant. The City of Oakland and the ACCMA have signed a Countywide Model Agreement on March 22, 1999. The Countywide model, updated incorporating ABAG's revisions to the employment data for Projections 2002, is available to the local jurisdictions for this

purpose. However, before the model can be released to you or your consultant, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

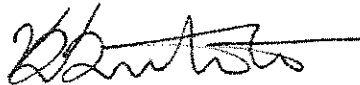
- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2005 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-80, I-880, I-980, SR 24, I-580, Webster and Posey Tubes, Maritime Street, Middle Harbor Road, 7th Street, 8th Street, Davis Street, Broadway, Harrison Street, 14th Street, W. Grand Ave., and International Blvd as well as BART and AC Transit. Potential impacts of the project must be addressed for 2010 and 2025 conditions.
 - Please note that the ACCMA does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2005 CMP for more information).
 - In addition, the adopted 2005 CMP requires using 1985 Highway Capacity Manual for freeway capacity standards.
- The CMA requests that there be a discussion on the proposed funding sources of the transportation mitigation measures identified in the environmental documentation. The CMP establishes a Capital Improvement Program (See 2005 CMP, Chapter 7) that assigns priorities for funding roadway and transit projects throughout Alameda County. The improvements called for in the DEIR should be consistent with the CMP CIP. Given the limited resources at the state and federal levels, it would be speculative to assume funding of an improvement unless it is consistent with the project funding priorities established in the Capital Improvement Program (CIP) of the CMP, the federal Transportation Improvement Program (TIP), or the adopted Regional Transportation Plan (RTP). Therefore, we are requesting that the environmental documentation include a financial program for all roadway and transit improvements.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993 the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).It would be helpful to indicate in the DEIR the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

Ms. Elois Thornton
February 21, 2006
Page 3

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2005 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2005 CMP, Chapter 5). The DEIR could consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510/836-2560 ext. 24 if you require additional information.

Sincerely,



Saravana Suthanthira
Associate Transportation Planner

cc: file: CMP - Environmental Review Opinions - Responses - 2006

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2006 CMA BOARD RETREAT
MINUTES OF FEBRUARY 10, 2006 MEETING
Oakland, California

1.0 Convene Meeting, Pledge of Allegiance, Introductions & Public Comment

Jim Bourgart, Parson Brinckerhoff opened the retreat at 8:30 am and introduced guest speakers:

- Brian Kelly, Senator's Perata's Staff
- Will Kempton, Caltrans Director
- Tomi Van de Brook, California Alliance for Jobs
- Lynn Suter, CMA's Sacramento Representative
- Jim Copeland, CMA's Washington D.C. Representative

The attendance sheet is attached. There were not public comments.

2.0 Meeting Objectives and Agenda

See attached summary.

3.0 The Upcoming Legislative Session: Senator Perata's Bond Proposal, the Governor's Transportation Initiatives, and the future of Proposition 42

See attached summary.

Break

4.0 Earmark Strategy: The Next Federal reauthorization and Annual Appropriations

See attached summary.

5.0 Funding Programs: Project Needs, Eligibility and Flexibility

See attached summary.

6.0 Other Business

See attached summary.

7.0 Adjournment

The meeting was adjourned at 1:20 pm.

Attest By:


Christina Muller, Board Secretary



Memorandum

To: Alameda County Congestion Management Agency

From: Jim Bourgart

Date: February 15, 2006

Subject: Summary of Board Retreat, February 10, 2006

On Friday, February 10, 2006, the Board of Directors and staff of Alameda County Congestion Management Agency (ACCMA) met in an off-site retreat at the Martinelli Conference Center in Livermore from 9:10 AM until 1:20 PM. Chair Larry Reid called the meeting to order. The meeting was publicly noticed, roll called, and public comment requested. The attendance roster is attached.

Public Comment

Robert Raeburn, representing the East Bay Bicycle Coalition, spoke during the public comment period. He stated that both Alameda County and the regional bicycle plan have a substantial funding shortfalls, \$86 million in Alameda County and \$900 million regionally. Bicycle plans have significant public support, according to a public opinion poll. The bike/ped facility on West Span of the Bay Bridge is an important project which is not funded. The facility would have a safety benefit for disabled vehicles. All future projects should included accommodation of bicycle and pedestrian needs.

Panel Discussion on the Legislative Session

Four speakers made presentations and responded to questions on the various transportation measures proposed by Governor Schwarzenegger and legislative leaders. The focus was on the substance of the proposals and the opportunities for consensus. The presenters were:

- Brian Kelley, representing the office of Senate President Pro Tem Don Perata
- Will Kempton, Director of California Department of Transportation
- Tomi Van de Brooke, California Alliance for Jobs
- Lynn Suter, ACCMA's legislative advocate in Sacramento

Brian Kelley, Senator Perata's Office

Senator Perata's revised SB 1024 would place an infrastructure bond measure of \$14.125 billion to be placed on the statewide ballot this year. It includes funding for levees, transit, grade separation, high-speed rail, ports, highways, bridges, security, clean air, affordable housing and transit-oriented development. It includes STIP augmentation and State & Local Partnership Program, which will provide matching funds for counties currently or hoping to have local sales tax measures for transportation.

This is an extraordinary time for transportation and infrastructure in state government, because the Governor and legislative leaders all have it high on their agendas. In a much expedited process, there are weekly meetings and hearing on all provisions of the infrastructure bills being held by Senate and Assembly. Reports from committees will be forwarded to a conference committee, with a goal of a conference report by March 11 for both houses of the legislature to vote on for a June ballot.

Will Kempton, Director of Caltrans

There are a number of similarities between the Governor's proposals and the legislative proposals. It is good that we are now talking about how to divide up a pot of money for infrastructure, because there have been several decades of underinvestment. Over the last 5 years there have been \$42 billion in bonds approved by voters, but they were not part of an overall strategy. The Governor proposes a \$222 billion Strategic Growth Plan that includes \$68 billion bonds over 10 years. The largest portion of the Plan, \$107 billion, is for transportation, and \$12 billion of the bonds. The goal and principle behind the transportation plan is to reduce congestion by 25%. The transportation bonds are proposed for early in the Plan, in 2006 and 2008.

The Governor proposes to permanently dedicate the Proposition 42 gasoline sales tax to transportation, with no more borrowing. He also proposes to pay back \$922 million of the previously-borrowed Prop. 42 funds in the FY06-07 budget, including \$255 million for local streets and roads. The Governor's proposal also includes attraction of private investment to California, especially on the goods movement side, and this is common in other states.

The Governor's program is performance-driven. It is meant to focus investments on programs and projects that lead to significant congestion reduction. Local input has been sought from agencies, which has led to candidate projects. The Department will make recommendations to California Transportation Commission (CTC) that will meet guidelines adopted by CTC. If a local agency wants to propose a different, substitute project, it can do so and it will be considered. The Administration is open to discussion and reasonable options to this process.

Tomi Van de Brooke, California Alliance for Jobs

The California Alliance for Jobs (CAJ) is a labor/management association involved in construction. The bond proposals from the Governor and legislature are good news. Our polling shows that the public is ready for more investment in infrastructure.

Proposition 42 was passed by the voters in 2002 by a 69% margin. It included a loophole for diversion to the General Fund. We did not expect the loophole to be used, but it was done for the first several years. The Governor did not borrow from the transportation in the current year's budget and proposes to fully fund it in the upcoming budget. The legislative leaders have indicated their support for closing the loophole, but it has not happened yet. The initiative is now gathering signatures and will go ahead unless the legislature places it on the ballot itself. The hope is for the legislature to do so, but the initiative is the "insurance policy."

Lynn Suter, ACCMA Legislative Advocate

The context is a change of gears due to the special election and the loss of the Governor's ballot measures. Immediately after the special election, the Governor announced a very large infrastructure plan. While differences exist, there is a good chance that a consensus will emerge. The public is ready to accept this. The process for getting the bond issues on the ballot is expedited, though it is unlikely that the measures will be adopted in time for the June ballot. Nevertheless, it would be helpful if the program can be agreed upon by June for the November ballot, so there will be sufficient time to campaign. All four legislative caucuses are in favor of some version of a large infrastructure program. For many legislators, this is an opportunity to accomplish something meaningful.

Questions

How will a consensus be reached among the proposals and what is the main impediment?

- Kempton: I see no impediment on the bonds. The process is open with a series of hearings to learn about all viewpoints. I'm pleased that the Prop. 42 protection is part of the Governor's program.
- Kelley: I'm very confident that an agreement on the bond measures will be reached. There will be more difficulty in reaching agreement on the Prop. 42 issue, especially on the Assembly side. I'm concerned about education community opposing it. The suspension loophole is a bad mechanism and should be changed to insure stability.
- Van de Brooke: The ACCMA's proposed statement of principles includes ending the suspension of Prop. 42 funding for transportation.

Why isn't public transportation included in Senator Perata's proposal?

- Kelley: There is money in the plan for public transit, because it is embedded in several of the funding categories that are part of the proposal. Transit is a major issue in the discussions.

Why aren't we proposing a tax and fee increases, because so much more funding is needed?

- Kelley: The bond measures won't solve the problem entirely. We will get movement forward this year. But we need long-term stability. The public is unwilling to accept a gas tax increase.
- Suter: Term limits are an impediment to long-term understanding and solutions. This year is a real opportunity.
- Van de Brooke: We're now playing catch-up on investment, especially on local streets and roads. However, gas tax increases are unpopular with voters, according to our polling. They would prefer a sales tax measure.
- Kempton: The voters apparently don't support a gas tax increase. The Governor doesn't believe that tax increases are generally beneficial for the economic climate. Private investment in transportation will help bridge the gaps that we acknowledge.

Why don't we increase property taxes on owners whose property increases in value as a result of nearby transportation improvements?

- Kempton: Developer fees and community benefit fees have been used in a number of instances around the state.

How can we know exactly what we're getting from Senator Perata's proposal? Why is the Governor's proposal so prescriptive about which projects will be funded? How can we find a balance?

- Kelley: We have identified categories, but do not believe in earmarking. We're putting \$1.5 billion in the STIP and repaying the Prop. 42 funds. Because of the other planning processes that are already in place, projects are known in many cases. Local agencies know what they will do with the funds. Our program will provide a generous match.
- Kempton: The federal earmarks were not initiated by the Governor. We are struggling to deal with the federal earmarks and how they impact the overall program. We are making sure that the projects we propose reflect regional priorities and are the result of reaching out to local agencies.

What about the Port of Oakland?

- Kelley: The Port of Oakland will benefit from the programs included.
- Kempton: Agree. The Port will benefit and is among the stakeholders.

Will the regional vehicle registration fee bill be passed by the legislature and signed by the Governor?

- Kelley: The legislature passed it already and probably would do so again.
- Kempton: It's under consideration.

Will there be movement to change term limits?

- Suter: There is a possibility.
- Kelley: The proposal to change term limits is unlikely to come from the legislature, because it would be viewed as self-serving. Change will have to come from the outside.

Presentation and Questions on Federal Earmarking Strategy

Presenter: Jim Copeland, ACCMA Legislative Advocate in Washington, DC

The Bush Administration released its budget last week. Transportation fared better than other programs. Trust Fund receipts were higher than projected, and this was helpful and led to an upward adjustment. The Administration projects that the Highway Trust Fund will be exhausted and down to zero by end of current authorization in 2009. It depends on what happens with gas prices and usage.

The SAFETEA-LU contained over 5,000 earmarks of Congressional high-priority accounting for \$15 billion. In addition, there were a number of other earmark categories. Earmarking represents a total of \$24 billion.

The negative media attention to earmarking is leading to several proposals for drastic constraints. The major problem is the lack of transparency and late addition of earmarks without appropriate scrutiny by the appropriate committees and Members. The proposals would change the procedures and the disclosure requirements. Reform proposals would apply to many areas, not just transportation. It is likely that serious reform will occur in this Congressional session.

With respect to Alameda County's potential earmarks, we don't yet know what the rules of the game will be. This year will be difficult, but our earmarks are worthy and justifiable. We don't know what standards or rules will be applicable. The wisest course will be to select one or two high priority requests and put them forward.

It is not too early to begin strategizing for the next reauthorization. We should begin promoting and educating for the next round. The projects often have a long period of advocacy and work with the members of our delegation in Congress; the Alameda Corridor and BART/SFO are good examples of long lead-time projects. We also may want to consider "re-branding" some of our top priorities and get business, labor and other interests on board with a joint strategy. Repetition and continual advocacy are necessary for success.

The earmarking process is unfair in the sense that it is much easier for the party in power and for committee chairs to obtain earmarks.

It is important to meet with Members of Congress at times when there are not many other organizations in Washington. Timing is important, and March visits are the same time as APTA and the MTC delegation, so they are not as helpful. Sometimes it must be done at short notice.

Discussion of Alameda County Priority Projects, led by Executive Director Dennis Fay

Generally, highway projects are treated differently and separately from transit projects. It is possible to have high priority projects in each category.

Appropriation earmarks are generally small amounts, often \$1 million or less, so projects that require small amounts annually where it would make a difference should be focus of appropriation priorities. Large amounts can be earmarked in reauthorization process. ACCMA should seek to narrow priorities and find categories in which they do not compete with another local priority.

BART/Oakland Airport Connector: Most of the funding has been identified, and there is a campaign to get interregional funding and private funding to make up the gap. It is expected to be approved this year, with construction to begin shortly thereafter.

BART/Warm Springs: There is a \$284 billion shortfall for this project. It is necessary for Santa Clara County to complete funding for its San Jose BART extension. It is a candidate for the next reauthorization.

Rapid Bus Corridor: AC Transit's International Boulevard Rapid Bus project (Oakland-San Leandro) will be operational in June 2006, but incremental, small investments are possible. This project is a candidate for an appropriation earmark. The advocacy in short-term should be in the Small Starts program, for which this project has a categorical grant application. In the longer term, it can be subject of earmark for reauthorization.

Transit-Oriented Development: These projects are generally fairly small. They can be object of both reauthorization and appropriation earmarks. We should look for help in every appropriations cycle.

I-680 Smart Carpool Lanes: There are possibilities of grants from categorical programs. In the future, the Value Pricing Program will probably not be available for this project. Appropriations earmarks could be sought, but it should be under construction or operational by the time of the next reauthorization.

Goods Movement: A number of projects can be subsumed under this general topic. Three major corridors (I-880, and I-580, I-238) and the Port of Oakland are all components of a goods movement improvement strategy. Different areas within each corridor will have different needs and strategies. Selection of the sequence of projects on these corridors will be subject to further research by staff and discussion by the board.

When the Alameda County delegation goes to Washington, DC this year, we will be setting the stage for the next reauthorization by advocating for our priorities. The same will be true next year.

Santa Clara County will be pursuing another one-quarter cent sales tax and, if it succeeds, it will have influence and resources to bring to the table. We need to join with Santa Clara to advocate for BART/Warm Springs in the reauthorization.

The conclusions were as follows: seek reauthorization earmarks for all Goods Movement Corridors (e.g., I-580 is the second most congested corridor in the region) and BART Warm Springs Extension; seek appropriations earmarks for Transit-Oriented Development, Oakland Airport Connector, and possibly I-680 Smart Carpool Lane; support Small Starts grant applications for Bus Rapid Transit. Regarding the I-580 corridor, there will be further discussion and strategizing about the most effective approach to different portions of the corridor.

Funding Programs: Project Needs, Eligibility and Flexibility

Matt Todd of ACCMA staff made a presentation on this subject (presentation slides attached). The major points were that: (1) There are numerous funding categories with specific criteria and guidelines attached; (2) The federal and MTC guidelines are sometimes not identical, with MTC guidelines more prescriptive and restrictive in most cases; (3) The amounts of funding in

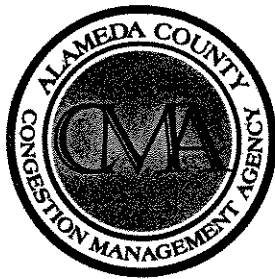
each "pot" of money can be quite small, making it complex and difficult to put together enough money to complete the desired projects.

The Transportation for Livable Communities (TLC) program is the best example of a program that is constrained and complex. If there were more discretion and flexibility, projects could be funded more easily. The current rules lead to some anomalies about what is eligible and what is not.

It is especially difficult when a project has several elements that fit under different categories. The biggest bottleneck occurs when several different funding sources with different criteria are needed to be combined to make a project work.

It is not too early for the ACCMA to begin developing an advocacy position to affect the next set of Regional Transportation Plan guidelines. The theme could be more combining of programs with greater flexibility to fund projects from a variety of sources over the life of the program. In the meantime, the project sponsors should help identify bottlenecks that have occurred as a result of constraints.

The board requested staff to provide more research, including consultation with the Technical Advisory Committee and with local project sponsors. Staff will then provide options to the board for pursuing these issues. Staff will also review and develop a set of descriptions of eligibility criteria.



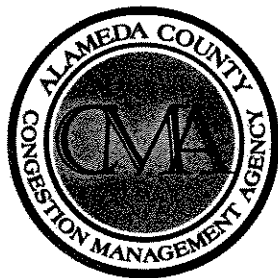
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CMA BOARD RETREAT MEETING ROSTER OF MEETING ATTENDANCE FEBRUARY 10, 2006 MARTINELLI CONFERENCE CENTER LIVERMORE, CALIFORNIA

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland	✓	N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	✓	N/A	
Dolorez Jaquez – AC Transit	<i>DJ</i>	Dennis Hayashi – AC Transit	
Tom Blalock – BART	✓	Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor		N/A	
Beverly Johnson – City of Alameda		Frank Matarrese, City of Alameda	
Allan Maris, City of Albany	✓	Farid Javandel, City of Albany	<i>FJ</i>
Kriss Worthington – City of Berkeley	<i>KW</i>	Tom Bates - City of Berkeley	<i>KB</i>
Janet Lockhart, City of Dublin	✓	Kasie Hildenbrand, City of Dublin	
Ruth Atkin – City of Emeryville	✓	Ken Bukowski – City of Emeryville	<i>KB</i>
Robert Wasserman – City of Fremont		Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward	<i>RC</i>	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	<i>MRL</i>
Luis Freitas – City of Newark		Ana Apodaca – City of Newark	
Jeff Wieler – City of Piedmont		Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton		Matt Sullivan – City of Pleasanton	
Shelia Young – City of San Leandro	✓	Orval Badger – City of San Leandro	<i>OB</i>
Mark Green – City of Union City	<i>MG</i>	Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	✓
Frank Furger, Deputy Director	✓
Jean Hart, Deputy Director	✓
Cyrus Minoofar, Principal Trans. Engineer	<i>CM</i>
Matt Todd, Senior Trans Engineer	<i>MT</i>
Diane Stark, Senior Trans Planner	<i>DS</i>
Saravana Suthanthira, Assoc Trans Planner	<i>SS</i>
Yvonne Chan, Accounting Manager	
Christina Muller, Office Mgr, Board Secretary	<i>CM</i>
Zack Wasserman, Wendel, Rosen, Black & Dean	<i>ZW</i>
Neal Parish, Wendel, Rosen, Black & Dean	<i>NP</i>
Stefan Garcia, Principal Trans Engineer	<i>SG</i>



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CMA BOARD RETREAT MEETING

ROSTER OF ATTENDANCE

FEBRUARY 10, 2006

MARTINELLI CONFERENCE CENTER
LIVERMORE, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Jim Pierson	City of Fremont	510 494-4722	jpierson@ci.fremont.ca.us
2.	Cheri Sheets	City of Livermore	925- 960-4510	crsheets@ci.livermore.ca.us
3.	Paul Port	Cmt Staff		
4.	STEVE GREGORY	PORT	510-627-1363	sgregory@portofakland.com
5.	Tom Blalock	BART	510-490-7565	
6.	Shelia Gump	San Leandro	577-3355	
7.	James Veckhart	Dublin	916-833-6650	
8.	Jim Bourgart	PB	(415) 243-4800	bourgart@pbworld.com
9.	Sarahana Duthen Thina	CMA staff		
10.	Mare Stark	ACCMA staff		
11.	Ruth Atkin	City of Emeryville	(510) 915-0167	RAtkin1@aol.com
12.	Will Kempton	Caltrans	916-654-5267	will_kempton@dot.ca.gov
13.	BIJAN SARTPI	Caltrans	510 286 5900	bijan.sartpi@dot.ca.gov
14.	Christine Monsen	ACTIA	510-267-6103	cmansen@actia2002.com
15.	Steve Wallcraft	LRTA	916-442-0412	
16.	Lynne Surzer	"	"	
17.	Lisa Vorderbeuegger	Contra Costa Times	925-945-4713	lvorderbeuegger@ccetimes.com
18.	Bob Vinn	Livermore	925 960 4516	bvinn@ci.livermore.ca.us
19.	Tina Spencer	ACT Transit	510.891.4754	tspencer@acttransit.com
20.	Toni Van de Brooke	CA Alliance for Jobs	510/547-9305	
21.	Cory Lavie	CAJTA	925-417-5161	clavie@cajta.org
22.	Jim Copeland	CLT	202-342-5990	copeland@clt.ca.gov
23.	Brian Kelly	SENATOR PETER	916-651-4170	Brian.Kelly@sen.ca.gov

24. Neal A Parish WRBQ 5W 834-1600 NParish@wrbl.com
25. Pat Mosburg
26. ~~Manda Moore~~ Oakland 238-6613 shore@oakland.net
27. ~~W/R~~ ~~Stella~~ ~~ANNON~~
28. Michael Tanner BART 5104646433
29. Kris
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CMA BOARD
MINUTES OF FEBRUARY 23, 2006 MEETING
Oakland, California

Vince Chair Haggerty convened the meeting of the CMA Board at 3:30 p.m.

1.0 ROLL CALL

Muller conducted roll call to confirm a quorum. The Roll Call Roster is attached.

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT

There were no public comments.

4.0 CHAIR'S/VICE-CHAIR'S REPORT

Vice Chair Haggerty presented the Resolution of Appreciation for City of Piedmont Councilmember Jeff Wieler, and expressed his sincere appreciation for dedication and years of service on the CMA Board. A motion was made by Worthington to approve the Resolution of Appreciation (06-03) for Jeff Wieler, a second was made by Lockhart. The motion passed unanimously.

5.0 EXECUTIVE DIRECTOR'S REPORT

Fay advised the Board of the Revised CMA Board Agenda then review the Executives Directors Report. He requested that the I-680 Smart Lane be added to the list of earmark requests adopted at the retreat because FHWA has decided that HOV to HOT lane conversions are now mainstream and no longer eligible for grants under the Value Pricing Pilot Program; the funding plan for the project includes federal funding. The Board agreed to add the Smart lane to the list of earmark requests. Fay then noted that we have received a letter from Robert Allen regarding the I-580 corridor, noted the conflict between the CMA's committee meetings and AC Transit's fuel cell bus dedication, reviewed developments on the State's Infrastructure Bond proposals, stated that an I-580 HOV corridor technical advisory committee is being formed, noted that the release of the environmental document for the Caldecott Tunnel has been delayed to May 2006, and that the community based transportation plans for East Oakland and Berkeley will begin this spring. The Board agreed to reschedule the July committee meetings to July 17th.

6.0 CONSENT CALENDAR

6.1 Meeting Minutes January 26, 2006

6.2 Financial Reports: January 2006

6.3 Plans & Programs Committee

6.3.1 Lifeline Transportation Program: Project Selection Criteria

6.3.2 Federal Surface Transportation Program (STP) and Congestion Mitigation & Air Quality (CMAQ) Program: Quarterly At Risk Report

6.3.3 State Transportation Improvement Program (STIP): Quarterly At Risk Report

6.3.4 CMA Capital Expenditure Program (CEP): Quarterly Status Report

6.3.5 City of Piedmont Request: Funding for Grand Ave Signal Project

6.3.6 Dynamic Ridesharing Pilot Project: Budget and Contract Amendment

6.3.7 Congestion Management Program (CMP): 2004-05 Mobility Monitor

6.4 Administration & Legislation Committee

6.4.1 I-680 Smart Carpool Lane: Cooperative Agreement with Caltrans for Final Design

6.4.2 I-580 EB Interim HOV Lane Project Charter

6.4.3 Annual Adoption of Investment Policy

A motion was made by Worthington to approve the Consent Calendar; a second was made by Cooper. The motion passed as follows (20 – aye, 0 – nay, 14 – absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – absent, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye; City of Fremont (4) – absent, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – absent, City of Oakland (8) – absent, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye.

7.0 PLANS & PROGRAMS COMMITTEE REPORTS Information/Action 3:50 p.m.

7.1 Local Streets & Roads Rehabilitation Program: Federal Surface Transportation Program Cycle 3 and CMA Transportation Improvement Program (TIP)

Todd reviewed the final program of projects for the Local Streets and Roads Rehabilitation Program. A motion was made by Blalock to approve the final program of projects for the Local Streets and Roads Rehabilitation Program funded with federal Cycle 3 and CMA TIP funds; a second was made by Lockhart. The motion passed as follows: (20 – aye, 0 – nay, 14 – absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – absent, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye; City of Fremont (4) – absent, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – absent, City of Oakland (8) – absent, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye.

7.2 2006 State Transportation Improvement Program (STIP) and CMA Transportation Improvement Program (TIP)

Todd reviewed the adjustments to the 2006 STIP Program. A motion was made by Leider to approve the adjustments and the programming of \$500,000 of CMA TIP funds to the Emeryville Ashby-Bay Interchange Project; a second was made by Worthington. The motion passed as follows: (21 – aye, 0 – nay, 13 – absent, 0 – abstain) AC Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – aye, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye; City of Fremont (4) – absent, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – absent, City of Oakland (8) – absent, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye.

8.0 ADMINISTRATION & LEGISLATION COMMITTEE REPORTS

8.1 Response to Growing CMA Responsibilities

Fay noted that in response to the growth of the CMA's responsibilities and functions over the last year or so, staff has been reviewing policies, procedures and resource levels to assure to the extent possible the agency is ready for these new duties. Fay presented the following action items:

1. Adopt the revision to the FY 2005-06 Budget, which includes the new positions that have been created to handle work previously provided by consultants. *Note: 18 affirmative votes required.*
2. Adopt Resolution 05-19 (Revised), Staff Salaries and Benefits for 2006, which specifies the salary ranges for the new positions.
3. Adopt the job specifications for Supervising Principle Transportation Engineer, Information Technology Specialist and Contracts Administrator and revised job specifications for Administrative Manager and Accounting Manager.

A motion was made by Blalock to approve the three action items presented by staff; a second was made by Worthington. The motion passed as follows: (21 – aye, 0 – nay, 13 – absent, 0 – abstain) AC

Transit (1) – aye, Alameda County (3) – aye, City of Alameda (1) – aye, City of Albany (1) – aye, BART (1) – aye, City of Berkeley (2) – aye, City of Dublin (1) – aye, City of Emeryville (1) – aye; City of Fremont (4) – absent, City of Hayward (3) – aye, City of Livermore (2) – aye, City of Newark (1) – absent, City of Oakland (8) – absent, City of Piedmont (1) – aye, City of Pleasanton (1) – aye, City of San Leandro (2) – aye, City of Union City (1) – aye.

8.2 Draft FY 2006-2007 Budget

Fay advised the Board that in accordance with the joint powers agreement, the CMA Board must adopt a budget in March of each year. He reviewed the Draft Budget for FY 2006/2007. A motion was made by Green to approve the Draft Budget for FY2006/2007; a second was made by Worthington. The motion passed unanimously.

8.3 Board Member Compensation

Fay reviewed the survey of the meeting compensation paid to Board members by other organizations in the East Bay. Fay advised the Board that the Board Members Compensation has remained unchanged for a number of years. Fay noted that a letter on this matter was at each members seat. Based on the survey, staff recommended that the Board consider an increase in Board member meeting compensation to from \$100.00 per meeting to \$125 per meeting. After discussion a motion was made by Green to support staff recommendations; a second was made by Lockhart. The motion passed with an abstention from the City of San Leandro.

8.4 Uptown Transit Center: Construction Contract Award

Minoofar advised the Board that the CMA received four bids for the Uptown Transit Center construction contract. The low bidder was NTK Construction with a bid of \$1,590,918. This is below the engineer's estimate of \$1,846,375. It was recommended that the CMA Board award the Uptown Transit Center construction contract, contingent upon the receipt of all necessary permits from the City of Oakland, to NTK Construction, Inc., for an amount not to exceed \$1,750,000, which includes a 10% contingency above the base bid amount. If for any reason the low bidder is unable or unwilling to execute a contract or provide required bonding, it is recommended the CMA Board award the Contract to the next bidder, contingent upon the receipt of all necessary permits from the City of Oakland. It is further recommended that the CMA Board authorize the Executive Director to execute any necessary agreements once all necessary permits have been obtained from the City of Oakland. A motion was made by Hayashi to support staff recommendations; a second was made by Blalock. The motion passed unanimously.

8.5 State Infrastructure Package: Proposed Principles

Fay advised the Board that both the Governor and the Legislature have proposed infrastructure plans that involve bonds. Prior to the January Board meeting, the Chair and Vice Chair sent a letter to Senator Perata expressing the CMA's initial views. At the January meeting, the Board adopted three key advocacy points relative to a state infrastructure bond. The Bay Area CMA Executive Directors have also prepared a core set of principles for their respective boards to consider. These principles address the Board's points from the January meeting. After a brief discussion a motion was made by Worthington to adopt the proposed principles with the additions suggested by staff; a second was made by Blalock. The motion passed unanimously.

9.0 OTHER BUSINESS

There were no reports.

10.0 ADJOURNMENT

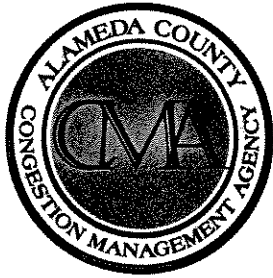
4:30 p.m.

Vice Chair Haggerty adjourned the meeting until *Thursday, March 23, 2006 at 3:30 p.m.*

Attest By:

A handwritten signature in black ink, appearing to read "Christina Muller", written over a horizontal line.

Christina Muller, Board Secretary



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

CMA BOARD MEETING ROSTER OF MEETING ATTENDANCE FEBRUARY 23, 2006 CMA OFFICES OAKLAND, CALIFORNIA

CMA BOARD MEMBERS	Initials	ALTERNATES	Initials
Larry Reid, Chair – City of Oakland		N/A	
Scott Haggerty, Vice Chair – Alameda County Supervisor	HA	N/A	
Dolores Jaquez – AC Transit	DENNIS HAYASHI	Dennis Hayashi – AC Transit	
Tom Blalock - BART		Zoyd Luce, BART	
Nate Miley – Alameda County Supervisor		N/A	
Beverly Johnson – City of Alameda		Frank Matarrese, City of Alameda	
Allan Maris, City of Albany		Farid Javandel, City of Albany	
Kriss Worthington – City of Berkeley		Tom Bates - City of Berkeley	
Janet Lockhart, City of Dublin		Kasie Hildenbrand, City of Dublin	
Ruth Atkin – City of Emeryville	RA	Ken Bukowski – City of Emeryville	
Robert Wasserman – City of Fremont		Dominic Dutra – City of Fremont	
Roberta Cooper – City of Hayward	RC	Olden Hensen - City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	MAL
Luis Freitas – City of Newark		Ana Apodaca – City of Newark	
Jeff Wieler – City of Piedmont	JE	Dean Barbieri – City of Piedmont	
Jennifer Hosterman – City of Pleasanton		Matt Sullivan – City of Pleasanton	MS
Shelia Young – City of San Leandro		Orval Badger – City of San Leandro	
Mark Green – City of Union City		Manual Fernandez – City of Union City	

CMA STAFF	
Dennis Fay, Executive Director	DF
Frank Furger, Deputy Director	FF
Jean Hart, Deputy Director	JH
Cyrus Minoofar, Principal Trans. Engineer	CM
Matt Todd, Senior Trans Engineer	M.T.
Diane Stark, Senior Trans Planner	DS
Saravana Suthanthira, Assoc Trans Planner	SS
Yvonne Chan, Accounting Manager	YC
Christina Muller, Office Mgr, Board Secretary	CM
Zack Wasserman, Wendel, Rosen, Black & Dean	ZW
Neal Parish, Wendel, Rosen, Black & Dean	NP
Stefan Garcia, Principal Trans Engineer	SG



ALAMEDA COUNTY
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CMA BOARD MEETING
ROSTER OF ATTENDANCE
FEBRUARY 23, 2006
CMA BOARD ROOM
OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	¹⁷ Robert DelRosario	Alameda Co.		
2.	Bob Vian	Livermore	925.960.4516	bgvian@ci.livermore.ca.us
3.	Paul Svedersky	Caltrans	510-622-1639	PaulSvedersky@dot.ca.gov
4.	ROBERT DELROSARIO	ACTRANSIT	510.891.4734	rdelrosa@actransit.org
5.	Beth Waluker	CMA Consultant	510 836-2560	bwaluker@accma.ca
6.	Jacki Taylor	CMA Project Monitoring	(510) 836-2560	ProjectMonitoring@ACCMA.CO.GOV
7.	Joanne Parker	BART	510.287.4795	jparker@bart.gov
8.	Tina Spencer	AC Transit	510.891.4754	tspencer@actransit.org
9.	HARLIE CAMPBELL	HAYWARD	NIS -	
10.	TIN TRAN	NITC	(415) 643-1900	TQT64@AOL.COM
11.	James O'Brien	CHA Project Monitoring	(510) 922-4357	james.o'brien@cedj.com
12.	Diane Stark	ACCMA staff		
13.				
14.				
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TOTAL REVENUE & EXPENDITURE REPORT

February 2006

Project Description	Period to Date Actual	Year to Date Actual	FY 2005/2006 Budget	% Used	Budget Variance
Fees - City of Alameda	-	17,258	23,010	75.00%	5,753
Fees - City of Oakland	-	94,916	126,554	75.00%	31,639
Fees - City of Piedmont	-	2,565	3,420	75.00%	855
Fees - City of Pleasanton	-	15,464	20,619	75.00%	5,155
Fees - City of San Leandro	-	18,766	25,021	75.00%	6,255
Fees - City of Union City	-	16,498	21,597	76.39%	5,099
Fees - Alameda County	-	238,758	318,344	75.00%	79,586
Fees - City of Albany	-	3,866	5,154	75.00%	1,289
Fees - City of Berkeley	-	24,089	32,118	75.00%	8,030
Fees - City of Dublin	-	8,826	11,769	74.99%	2,943
Fees - City of Emeryville	-	1,766	2,354	75.00%	589
Fees - City of Fremont	-	48,148	64,197	75.00%	16,049
Fees - City of Hayward	-	33,327	44,436	75.00%	11,109
Fees - City of Livermore	-	18,094	24,125	75.00%	6,031
Fees - City of Newark	-	10,123	13,497	75.00%	3,374
Revenue - Program	2,438,868	14,098,384	32,429,836	43.47%	18,331,452
Revenue - Interest	3,961	17,702	20,000	88.51%	2,298
Revenue - Miscellaneous	-	12,908	20,000	64.54%	7,092
Total Revenue	\$ 2,442,829	\$ 14,681,453	\$ 33,206,051	44.21%	\$ 18,524,598
Salaries and Wages	103,271	830,274	1,160,000	71.58%	329,726
Payroll Taxes	2,049	16,637	35,000	47.53%	18,363
Employee Benefits	22,139	231,820	518,500	44.71%	286,680
Workers Comp	1,498	12,337	25,000	49.35%	12,663
Payroll Services	792	4,288	5,000	85.75%	712
Office Supplies	3,127	19,528	40,000	48.82%	20,472
Office Expenses	1,545	24,504	45,000	54.45%	20,496
Computer Support	3,188	16,623	40,000	41.56%	23,377
Website Services	66	2,671	15,000	17.80%	12,330
Office Space	24,028	195,372	290,000	67.37%	94,628
Business Insurance	1,261	9,236	10,000	92.36%	764
Prof Services - Legal	6,438	37,711	97,000	38.88%	59,289
Prof Services - Audit/Acctg.	-	28,953	60,000	48.26%	31,047
Accounting Software Support	-	-	4,100	0.00%	4,100
Temporary Employee	2,345	25,524	30,000	85.08%	4,476
Interest Expenses	-	25,253	50,000	50.51%	24,747
Dues and Subscriptions	-	1,796	3,000	59.86%	1,204
Postage/Delivery	1,021	7,088	20,000	35.44%	12,912
Reproduction	-	2,321	5,000	46.43%	2,679
Advertising	-	3,343	5,000	66.87%	1,657
Telephone Expenses	1,896	11,147	12,000	92.89%	853
Equipment Lease	1,789	14,557	30,000	48.52%	15,443
Meeting Food/Meals	152	2,515	5,000	50.31%	2,485
Misc. Expenses	136	2,155	3,000	71.84%	845
Transportation	3,570	11,545	20,000	57.73%	8,455
Travel	-	5,703	20,000	28.52%	14,297
Training	-	8,714	10,000	87.14%	1,286
Special Events	-	3,443	25,000	13.77%	21,557
EDAB Membership	-	5,000	5,000	100.00%	-
Total Project Expenditures	2,112,647	12,395,748	29,913,974	41.44%	17,518,226
Consultants: On Call	-	21,695	30,000	72.32%	8,305
Office Furniture/Equipment	5,382	28,270	72,000	39.26%	43,730
Building Improvements	-	2,875	156,000	1.84%	153,125
DBE	5,064	36,649	40,000	91.62%	3,351
Legislative Advocacy	4,000	56,849	97,500	58.31%	40,651
Board Meeting Per Diems	3,000	18,900	40,000	47.25%	21,100
Total Expenditure	\$ 2,310,405	\$ 14,121,045	\$ 32,937,074	42.87%	\$ 18,816,029
Reserved Fund (Altamont Commuter Exp.)	59,441	347,305	243,704	142.51%	(103,601)
Excess Revenue over (under) Expenditures	\$ 72,983	\$ 213,103	\$ 25,273	843.21%	(187,830)

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
PROJECT REVENUE REPORT
February 2006

Project Description	Period to Date Revenue	Year to Date Revenue	FY 2005/2006 Budget	% Used	Budget Variance
TEA 21 Planning Support	-	313,458	460,000	68.14%	146,542
Transportation & Land Use	-	61,913	151,300	40.92%	89,387
Countywide Bicycle MTC	-	-	20,000	0.00%	20,000
Community Based Transportation	-	-	100,000	0.00%	100,000
Subtotal MTC	\$ -	\$ 375,371	\$ 731,300	51.33%	\$ 355,929
Route 84 HOV On-Ramp	52	9,819	4,500	218.21%	(5,319)
Route 84 HOV Extension	1,771	13,511	20,000	67.55%	6,489
I-880 Grand Ave. Signal	14,694	223,214	1,024,600	21.79%	801,386
Rt. 84 Ardenwood Park	16,778	51,469	1,601,840	3.21%	1,550,371
I-880 N Safety Improvem	5,826	168,296	485,000	34.70%	316,704
I-580 EB HOV	55,543	1,040,009	3,216,400	32.33%	2,176,391
I-580 WB HOV & I-680	-	-	629,520	0.00%	629,520
Subtotal MTC-RM2	\$ 94,663	\$ 1,506,318	\$ 6,981,860	21.57%	\$ 5,475,542
Altamont Commuter Express Operating Cost	205,797	1,518,179	2,000,000	75.91%	481,821
Capital Improvement on ACE	-	-	35,000	0.00%	35,000
I-680 Smart PE/ENV (Phase 2)	129,834	227,569	390,000	58.35%	162,431
I-680 Smart PS&E (Phase 3)	376	48,305	515,000	9.38%	466,695
Central Freeway	-	-	100,000	0.00%	100,000
Countywide Bicycle Plan	-	-	30,000	0.00%	30,000
Subtotal ACTIA	\$ 336,007	\$ 1,794,053	\$ 3,070,000	58.44%	\$ 1,275,947
CMAQ: SMART Corridor O & M (Contra Costa)	-	222,943	220,000	101.34%	(2,943)
CMAQ: SMART Corridor O & M (Alameda)	-	272,880	330,000	82.69%	57,120
East Bay SMART Corridors Incident Management	-	100,000	128,900	0.00%	28,900
I-680 Sound Wall Construction	-	1,646,451	2,950,000	55.81%	1,303,549
I-680 North and Southbound Design	-	67,452	894,160	7.54%	826,708
I-580 HOV EIR & Project Report	29,652	400,460	855,400	46.82%	454,940
I-580/Tri-Valley Triangle Analysis	33,226	159,541	137,500	116.03%	(22,041)
I-680 Smart PSR	-	66,523	573,000	11.61%	506,477
I-680 Smart Lane VPPP	-	222,653	90,000	247.39%	(132,653)
STIP Project Monitoring	-	110,000	110,000	100.00%	-
Dynamic Ridesharing & Fair Lane	-	106,274	148,000	71.81%	41,726
Subtotal Caltrans	\$ 62,878	\$ 3,375,178	\$ 6,436,960	52.43%	\$ 3,061,782
Guaranteed Ride Home Program	16,211	65,928	137,000	48.12%	71,072
TFCA Administration	-	39,612	33,840	117.06%	(5,772)
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	402,242	301,500	133.41%	(100,742)
Subtotal TFCA Program	\$ 16,211	\$ 507,782	\$ 472,340	107.50%	\$ (35,442)
Project Monitoring & Oversight	-	37,688	347,200	10.85%	309,512
I-680 North & Southbound Design	-	12,509	218,000	5.74%	205,491
I-680 Soundwall	-	-	565,960	0.00%	565,960
I-680 Soundwall Design	-	-	25,960	0.00%	25,960
ACCMA 2004 Countywide Model Update	30,867	81,947	291,000	28.16%	209,053
Tri-Valley Triangle Analysis	33,226	177,290	137,500	128.94%	(39,790)
Fair Lane & Dynamic Ridesharing	-	-	25,700	0.00%	25,700
I-880 North Safety Improvements	-	-	42,480	0.00%	42,480
East Bay SMART Corridors Incident Management	-	-	132,900	0.00%	132,900
SMART Corridors - Intel Project	-	1,204,724	2,760,000	43.65%	1,555,276
Travel Choice	-	-	60,000	0.00%	60,000
CMA TIP Administration	-	60,864	162,176	37.53%	101,312
Subtotal CMA TIP	\$ 64,092	\$ 1,575,023	\$ 4,768,876	33.03%	\$ 3,193,854
East 14th / Int'l Blvd -Transit Signal Priority (Phase 3)	-	210,016	301,500	69.66%	91,484
Travel Choice	-	-	45,000	0.00%	45,000
Telegraph Transit Signal Priority	-	-	244,000	0.00%	244,000
Subtotal TFCA Regional	\$ -	\$ 210,016	\$ 590,500	35.57%	\$ 380,484
Traffic Signal Upgrades (Broadway)	-	-	429,000	0.00%	429,000
INTEL Project (AC Transit: Measure B + RM2)	1,865,018	4,699,065	8,287,000	56.70%	3,587,935
San Pablo	-	-	480,000	0.00%	480,000
Grand Ave (TFCA)	-	-	105,000	0.00%	105,000
Subtotal AC Transit	\$ 1,865,018	\$ 4,699,065	\$ 9,301,000	50.52%	\$ 4,601,935
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	55,577	6,000	926.28%	(49,577)
Subtotal Others	\$ -	\$ 55,577	\$ 77,000	72.18%	\$ 21,423
TOTAL REVENUE	\$ 2,438,868	\$ 14,098,384	\$ 32,429,836	43.47%	\$ 18,331,452

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
PROJECT EXPENDITURE REPORT**

February 2006

Project Description	Period to Date Expenses	Year to Date Expenses	FY2005/2006 Budget	% Used	Budget Variance
Funding & Programming	-	20,071	52,000	38.60%	31,929
Countywide Transportation Plan	-	5,981	25,000	23.93%	19,019
CMA Travel Model Support	-	-	15,000	0.00%	15,000
Dynamic Ride Share	-	550	-	0.00%	(550)
Congestion Mgmt Prog.	-	18,859	25,000	75.44%	6,141
Transportation & Land Use	-	1,359	26,300	5.17%	24,941
Countywide Bicycle MTC	-	17,746	16,000	110.91%	(1,746)
Community Based Transportation	-	27,394	100,000	0.00%	72,606
Subtotal MTC	\$ -	\$ 91,961	\$ 259,300	35.46%	\$ 167,339
Rt. 84 Dumbarton HOV On-Ramp	-	2,300	3,000	76.67%	700
Rt. 84 Dumbarton HOV Extension	195	3,720	5,000	74.40%	1,280
Grand Ave. Signal Modification	120,627	283,103	990,420	28.58%	707,317
Rt. 84/Ardenwood Park & Ride	19,986	71,294	1,579,000	4.52%	1,507,706
I-880 North Safety Improvements	13,361	147,312	435,000	33.86%	287,688
I-580 EB HOV Design	23,071	716,464	3,000,000	23.88%	2,283,536
I-580 WB HOV & I-680 Connector	20,247	101,341	500,000	20.27%	398,659
Subtotal MTC-RM2	\$ 197,486	\$ 1,325,534	\$ 6,512,420	20.35%	\$ 5,186,886
Altamont Commuter Express Operating Cost	146,356	1,170,875	1,756,296	66.67%	585,421
Capital Improvement on ACE	-	-	35,000	0.00%	35,000
I-680 Smart PE/ENV (Phase 2)	14,504	195,117	390,000	50.03%	194,883
I-680 Smart PS&E (Phase 3)	-	5,312	515,000	1.03%	509,688
Central Alameda County Fwy	-	8,720	26,000	0.00%	17,280
Countywide Bicycle Plan	2,340	18,467	25,000	73.87%	6,533
Subtotal ACTIA	\$ 163,200	\$ 1,398,490	\$ 2,747,296	50.90%	\$ 1,348,806
CMAQ: SMART Corridor O & M (Contra Costa)	-	191,198	200,000	95.60%	8,802
CMAQ: SMART Corridor O & M (Alameda)	-	299,741	300,000	99.91%	259
East Bay SMART Corridors Incident Management	-	73,092	128,900	56.70%	55,808
I-680 Sound Wall Construction	20,711	1,841,258	2,950,000	62.42%	1,108,742
I-680 North and Southbound Design	-	7,717	810,000	0.95%	802,283
I-580 HOV EIR & Project Report	-	400,460	720,000	55.62%	319,540
I-580/Tri-Valley Triangle Analysis	-	159,541	137,500	116.03%	(22,041)
I-680 Smart PSR	-	-	401,000	0.00%	401,000
I-680 Smart Lane VPPP	-	199,739	90,000	0.00%	(109,739)
STIP Project Monitoring	-	73,092	50,000	146.18%	(23,092)
Dynamic Ridesharing/Fair Lane	4,435	67,435	144,500	46.67%	77,065
Subtotal Caltrans	\$ 25,146	\$ 3,313,273	\$ 5,931,900	55.86%	\$ 2,618,627
Guaranteed Ride Home Program	7,641	55,680	125,000	44.54%	69,320
TFCA Administration	20,825	45,183	50,000	90.37%	4,817
East 14th/Int'l Blvd.-Transit Signal Priority (phase2&4)	-	-	291,516	0.00%	291,516
Subtotal TFCA Program	\$ 28,465	\$ 100,863	\$ 466,516	21.62%	\$ 365,653
Project Monitoring & Oversight	10,932	23,363	237,600	9.83%	214,237
I-680 North & Southbound Design	8,111	17,226	200,000	8.61%	182,774
I-680 Soundwall	16,200	185,042	540,000	34.27%	354,958
ACCMA 2004 Countywide Model Update	2,360	111,649	286,000	39.04%	174,351
Tri-Valley Triangle Analysis	-	158,619	137,500	115.36%	(21,119)
Travel Choice	-	1,247	-	0.00%	(1,247)
Dynamic Ridesharing	-	-	25,700	0.00%	25,700
East Bay SMART Corridors Incident Management	4,108	20,990	132,900	15.79%	111,910
SMART Corridors - Intel Project	-	1,134,991	2,668,608	42.53%	1,533,617
Travel Choice	-	-	56,500	0.00%	56,500
CMA TIP Administration	39,625	87,671	54,696	160.29%	(32,975)
Subtotal CMA TIP	\$ 81,336	\$ 1,740,799	\$ 4,339,504	\$ 0	\$ 2,598,705
East 14th/Int'l Blvd -Transit Signal Priority (Phase 3)	-	8,090	291,516	2.78%	283,426
Travel Choice	-	-	45,000	0.00%	45,000
Telegraph Transit Signal Priority	-	-	235,936	0.00%	235,936
Subtotal TFCA Regional	\$ -	\$ 8,090	\$ 572,452	1.41%	\$ 564,362
Traffic Signal Upgrades (Broadway)	-	148,436	414,792	35.79%	266,356
INTEL Project (AC Transit: Measure B + RM2)	1,617,014	4,341,403	8,036,632	54.02%	3,695,229
San Pablo	-	-	452,262	0.00%	452,262
Grand Ave (TFCA)	-	-	103,900	0.00%	103,900
Subtotal AC Transit	\$ 1,617,014	\$ 4,489,839	\$ 9,007,586	49.85%	\$ 4,517,747
Tri-Valley Triangle Analysis	-	-	71,000	0.00%	71,000
West CAT AVL	-	-	6,000	0.00%	6,000
Subtotal Others	\$ -	\$ -	\$ 77,000	0.00%	\$ 77,000
TOTAL PROJECT EXPENDITURES	\$ 2,112,647	\$ 12,395,748	\$ 29,913,974	41.44%	\$ 17,518,226

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
TRANSPORTATION FUND FOR CLEAN AIR
FOR THE MONTH ENDING FEBRUARY 28, 2006**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
Unexpended Funds as of June 30, 2000 (per BAAQMD audited statement)	\$ 6,313,045		\$ 6,313,045
FY 00/01 REVENUE	1,812,278		1,812,278
FY 01/02 REVENUE	1,861,637		1,861,637
FY 02/03 REVENUE	1,856,267		1,856,267
FY 03/04 REVENUE	1,770,510		1,770,510
FY 04/05 REVENUE	1,838,222		1,838,222
FY 05/06 REVENUE	-	-	-
Interest Income 00/01	341,255		341,255
Interest Income 01/02	133,243		133,243
Interest Income 02/03	69,491		69,491
Interest Income 03/04	47,004		47,004
Interest Income 04/05	43,736		43,736
Interest Income 05/06	60,337	6,950	67,287
FY 00/01 EXPENDITURES	(793,624)		(793,624)
FY 01/02 EXPENDITURES	(3,815,028)		(3,815,028)
FY 02/03 EXPENDITURES	(2,700,791)		(2,700,791)
FY 03/04 EXPENDITURES	(2,787,984)		(2,787,984)
FY 04/05 EXPENDITURES	(2,709,598)		(2,709,598)
FY 05/06 EXPENDITURES:			
City of Alameda - G	-	-	-
City of Albany - G	-	-	-
City of Berkeley - G	(25,349)	-	(25,349)
City of Dublin - G	-	-	-
City of Emeryville - G	-	-	-
City of Fremont - G	-	-	-
City of Hayward - G	(104,237)	-	(104,237)
City of Oakland - G	(86,986)	(27,308)	(114,294)
City of Pleasanton - G	-	-	-
City of Piedmont - G	-	-	-
City of San Leandro - G	-	-	-
City of Livermore - G	(6,731)	(6,547)	(13,278)
City of Newark - G	-	-	-
City of Union City - G	-	-	-
County of Alameda - G	-	(402,242)	(402,242)
Discretionary:			
AC Transit	-	-	-
ACCMA - SMART Corr.	-	-	-
LAVTA	-	-	-
CMA Administrative Cost	(101,727)	-	(101,727)
CMA Guaranteed Ride Home	(51,977)	-	(51,977)
City of Oakland	-	-	-
Misc. Expenses	-	-	-
BALANCE AS OF FEB. 28, 2006	\$ 2,962,993	\$ (429,147)	\$ 2,533,846

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
EXCHANGE PROGRAM
FOR THE MONTH ENDING FEBRUARY 28, 2006**

FISCAL YEAR	PREVIOUS BALANCE	CURRENT MONTH	PROGRAM BALANCE
FY 01/02 REVENUE	\$ 23,204,398		\$ 23,204,398
FY 02/03 REVENUE	10,880,691		10,880,691
FY 03/04 REVENUE	3,009,558		3,009,558
FY 04/05 REVENUE	1,236,204		1,236,204
FY 05/06 REVENUE	4,558,000	-	4,558,000
Interest Income 01/02	279,794		279,794
Interest Income 02/03	576,242		576,242
Interest Income 03/04	485,961		485,961
Interest Income 04/05	586,222		586,222
Interest Income 05/06	435,061	89,679	524,740
FY 01/02 EXPENDITURES	(1,140,453)		(1,140,453)
FY 02/03 EXPENDITURES	(654,945)		(654,945)
FY 03/04 EXPENDITURES	(8,696,250)		(8,696,250)
FY 04/05 EXPENDITURES	(3,955,062)		(3,955,062)
FY 05/06 EXPENDITURES:			
Alameda County CMA	(1,541,688)	(38,169)	(1,579,857)
City of Dublin	-	-	-
City of San Leandro	-	-	-
City of Berkeley	(199,990)	-	(199,990)
Union City	(134,422)	-	(134,422)
AC Transit	-	-	-
City Car Share	(3,442)	-	(3,442)
BART	(42,642)	-	(42,642)
Misc. Expenses	(318)	-	(318)
BALANCE AS OF FEB. 28, 2006	<u>\$ 28,882,919</u>	<u>\$ 51,510</u>	<u>\$ 28,934,429</u>

This is not an audited statement. Prior year revenues and disbursements are provided for information only.

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**CMA Exchange Projects -Quarterly Status Report
February 2006**

Board Agenda Item 6.3.1
Meeting Date: March 23, 2006

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 1/30/06)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000		\$ 4,500,000	12/31/08	D	
4	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
5	Ex 5	Berkeley	Street Resurfacing	STP	\$ 275,000		\$ 275,000	12/31/07	D	Sent Berkeley a draft agreement
6	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
7	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
8	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000		\$ 858,000	12/31/07	D	Preparing a draft agreement for Fremont
9	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,423,000		\$ 1,423,000	12/31/08	N	Agreement will follow adoption into TIP
10	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
11	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
12	Ex 11	Union City	UC Intermodal Station (Exch 1)	STIP-TE	\$ 2,727,000		\$ 2,727,000	6/30/08	N	Pending 2006 STIP
13	Ex 12	Union City	UC Intermodal Station (Exch 2)	STIP-RIP	\$ 2,283,000		\$ 2,283,000	6/30/11	N	Pending 2006 STIP
14	Ex 13	Union City	UC Intermodal Station (Exch 3)	STIP-RIP	\$ 4,004,000		\$ 4,004,000	12/31/10	N	Pending 2006 STIP
Totals:					\$ 59,129,400	\$ 43,059,414	\$ 16,070,000			
Notes: ¹ E = Agreement Executed A = Agreement Amendment in Process D = Agreement in Draft Form N = Agreement Not Initiated										
Prepared by Advance Project Delivery Inc.										

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ALAMEDA COUNTY
congestion management agency

For
Position
Only

2005-2006
ANNUAL REPORT

board leadership

The cornerstone of Alameda County's transportation system lies within the leadership, vision and guidance of the CMA Board. The Board's commitment to improving all transportation modes is critical to serving Alameda County.

We thank the following 2004-2005 CMA board members for their dedication and vision.

AC Transit

Director Patricia Piras
(March 2002-June 2004)

Director Dolores Jaquez
(effective June 23, 2004)

Alameda County

Supervisor Scott Haggerty, Vice Chair
Supervisor Nate Miley

City of Alameda

Mayor Beverly Johnson

City of Albany

Mayor Peggy Thomsen
(January 1997-November 2004)

Mayor Allan Maris
(effective December 20, 2004)

BART

Director Peter Snyder, Chair
(June 1991-November 2004)

Director Thomas Blalock
(effective January 13, 2005)

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Councilmember George Zika
(December 1998-December 13, 2004)

Mayor Janet Lockhard
(effective December 14, 2004)

City of Emeryville

Vice Mayor Nora Davis

City of Fremont

Mayor Gus Morrison
(March 1992-November 2004)

Mayor Robert Wasserman
(effective December 7, 2004)

City of Hayward

Mayor Roberta Cooper

City of Livermore

Mayor Marshall Kamena
(effective November 22, 2004)

City of Newark

Councilmember Luis Freitas
(November 2003-December 2004)

Councilmember Paul H.B. Tong
(December 2004-December 2005)

City of Oakland

Vice Mayor Larry Reid, Chair

City of Piedmont

Councilmember Jeff Wieler

City of Pleasanton

Mayor Thomas Pico
(September 2001-November 2004)

Mayor Jennifer Hosterman
(effective December 7, 2004)

City of San Leandro

Mayor Shelia Young

City of Union City

Mayor Mark Green

For Position Only

alameda county congestion management agency

**2005-2006
ANNUAL REPORT**

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setting the stage



For
Position
Only

**As the local agency responsible for congestion management in Alameda County,
the CMA strategically plans, funds and implements projects and programs
for highway and transit expansion, local road improvements, transit maintenance
and improvements to bicycle and pedestrian facilities.**

AS ONE OF THE MOST DIVERSE COUNTIES IN CALIFORNIA—socially, economically, environmentally and culturally—Alameda County offers excellent weather and boundless recreational opportunities, and supports major universities and research facilities. It is also home to rural, urban and agricultural communities. The county enjoys geographic diversity as well, from the cool coastal edges through the temperate hills to the hotter inland valleys. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources.

In 1990, California voters recognized the tremendous growth in jobs and population throughout the state by passing Proposition 111. This proposition increased the statewide fuel tax to fund local, regional and state transportation projects and address growing congestion. It also required urban counties to designate an agency to plan and implement congestion management projects and programs with these new funds. Through a joint powers agreement with Alameda County, its 14 cities and local transit operators, the Alameda County Congestion Management Agency (CMA) was created in 1991 to fulfill this role and responsibility. The CMA works to improve mobility for Alameda County residents, workers, visitors and goods while incorporating the diverse values and expectations of the region.

The CMA prepares a list of recommended congestion-reduction projects and programs for funding. In preparing this list the CMA relies on the partnership and cooperation of a number of other transportation-related agencies such as:

- Alameda County Transportation Improvement Authority (ACTIA)
- Metropolitan Transportation Commission (MTC)
- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

This report highlights the various projects and programs the CMA undertook or accomplished this past fiscal year.

leadership



**The CMA works to improve mobility for Alameda County residents,
workers, visitors and goods while incorporating
the diverse values and expectations of the region.**

A Statement from the Board

Larry Reid, Chair

THE COUNTYWIDE TRANSPORTATION SYSTEM is a system of multiple transportation modes — automobile, bus, rail, bicycle, walking—managed by multiple agencies. Planning, investment and implementation must be done cooperatively among these agencies for the system to function efficiently, despite increasing population and decreasing resources. In addition to the ongoing maintenance and operation of the county's transportation system, the CMA Board had a two-pronged approach for managing congestion under severe financial constraints.

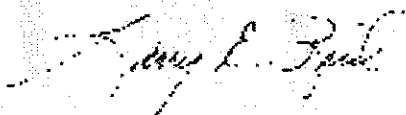
First, the Board established a clear policy of creating "set-asides" for **high priority** projects to receive funding faster—thereby moving projects forward, faster. Each project demonstrated clear congestion-reducing benefits, not just to a particular area of the county, but to the benefit of the entire county. The Board implemented this policy by assigning high priority to five projects in the 2004 Countywide Transportation Plan.

- I-680 SMART Carpool Lanes
- I-580 Tri-Valley Rapid Transit Corridor Improvements
- BART Oakland Airport Connector
- BART Warm Springs Extension
- Rapid Bus Corridor (San Leandro to Berkeley)

Second, the Board took note of the increasing **freight congestion** on the I-580/I-238/I-880 corridor, a critical link for goods moving in and out of the region. In addition to major farm-to-market travel between the Central Valley and the Bay Area, the corridor is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow. Since the Port of Oakland is the 4th busiest container port in the United States, we must formulate strategies aimed at improving the movement of goods.

With the Governor's renewed focus on the state-of-the-State's infrastructure, the Board is eager to move forward on a number of projects that have been delayed due to financial constraints. Despite the greatly anticipated and long-awaited release of the State's Proposition 42 transportation dollars, the Board continues to be strategic in allocating funds. Proposed projects and programs must meet the specific area needs, as well as demonstrate county-wide benefits. In short, we will look for projects and programs that lead to results.

To get results, we will continue to share resources and ideas with our transportation partners such as MTC, ACTIA, Caltrans, CTC, local jurisdictions, transit providers and other CMAs. We will also rely on the steady guidance of the CMA staff, whose technical knowledge, responsiveness and dedication must be acknowledged. And, true of any process focused on results, the Board will look to the customers we serve—Alameda County travelers.



A Statement from the Executive Director

Dennis R. Fay

In May 2005 we celebrated the Alameda County CMA's 14th anniversary. Consistent with recent years, we again experienced some disquiet and uncertainty. We watched closely the swelling federal deficit and unresolved state budget situation. We again were forced to stall several key transportation programs and projects that would help manage congestion. Like last year, we turned our attention to working with current project sponsors to leverage limited resources and to implement already programmed projects. Here are a number of highlights.

- In July, the Board adopted the 2004 *Countywide Transportation Plan* update, the long-range policy document that guides decisions and articulates the vision for Alameda County's transportation system.
- In November, the Board adopted the 2005 *Congestion Management Program* update. This document sets forth strategies for implementing the long-range *Countywide Transportation Plan*. Updated during odd numbered years, the CMP deals with day-to-day problems congestion causes.
- Following the Board's direction to take action on five high priority projects, the CMA spearheaded cooperative alliances to get these projects moving.
- In the Bay Area, the I-580/238/880 corridor is arguably the most significant freight corridor, particularly with the amount of deliveries to the Port of Oakland. With such a distinction, the CMA has compiled a preliminary list of improvements, totaling over \$1 billion.
- The CMA's Exchange Program has accrued just over \$38.2 million in local funds (through June 2005). This Program is used to expedite projects by giving project sponsors the flexibility of using local funds rather than state or federal monies.
- In May 2004, the CMA Board adopted an Implementation Plan for Regional Measure 2. In order to accomplish the significant amount of work expected over the next two years, the Board approved two new staff positions: Project Engineer to assist in project implementation and Project Accountant/Database Coordinator to assist the Accounting Manager and Project Managers. The CMA's primary role in implementing RM2 projects will be managing all phases of project development for four key projects where the CMA is the sponsor or co-sponsor.
 - I-580 Tri-Valley Rapid Transit Corridor Improvements (I-580 HOV Lanes and I-580/I-680 Direct Connector)

Please continue to express your interest
and offer your suggestions. With your involvement,
we can—together—enhance the quality of life of Alameda County.

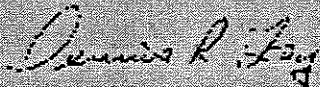
- I-880 North Safety Improvements (I-880/29th Avenue Interchange Improvements and I-880/Grand Avenue HOV On-Ramp)
- Regional Express Bus Improvements (SR-84 HOV Lane Extension, Ardenwood Park-and-Ride and West Grand Avenue Transit Enhancements)
- Dumbarton Bridge Commuter Rail Service

The CMA will be the lead agency for implementing all or parts of the first three listed projects, totaling about \$97 million in RM2 funds and with a construction cost of approximately \$400 million (San Mateo County will implement the last project).

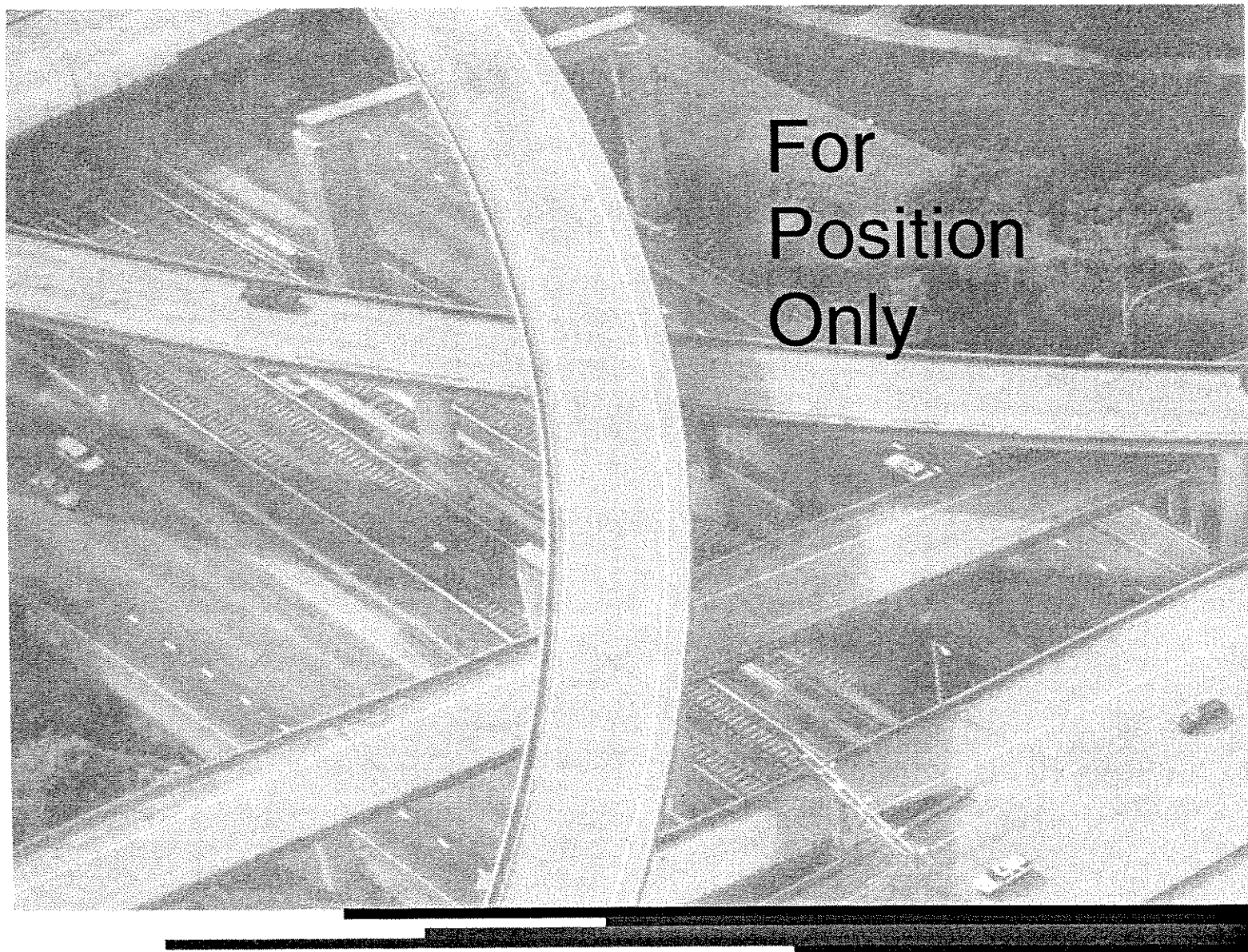
Along with the highlights were significant challenges for transportation agencies during this past year:

- California's ongoing fiscal difficulties continued to hamper the delivery of projects programmed in the State Transportation Improvement Program (STIP). Once again the shortfall of transportation funds caused the delay of key congestion management projects. Although projects are slowly receiving authorization, the amount of available monies is not close to addressing the severity of the problem.
- The suspension of Proposition 42 funds continued to place transportation projects in competition with other General Fund programs such as education, health and law enforcement. Since Proposition 42's passage in 2002, upwards of \$5 billion has been diverted from transportation projects. The Governor's proposed 2005-2006 budget distributes \$1.3 billion in Proposition 42 funds to transportation.

In the upcoming year we expect less uncertainty regarding the financial reality as the Governor's proposed 2006 budget turns attention to the state of transportation in California. Still, it is not a funding picture filled with certainty. With the Board's direction—to prioritize projects that will deliver results—we will continue moving projects forward.



highlighting agency actions



**The CMA updated the Congestion Management Program
this past year.**

TO HELP GUIDE AND IMPROVE ALAMEDA COUNTY'S TRANSPORTATION SYSTEM, the CMA's activities can be viewed in three parts:

- Developing the planning documents that guide transportation development and funding decisions.
- Programming the funds to agencies for transportation improvements.
- Implementing the projects and programs set forth in the planning documents.

Planning the Transportation System

The CMA prepares and updates the 25-year *Countywide Transportation Plan* and the shorter-range *Congestion Management Program* for Alameda County. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

Guiding Documents

Vision One of the CMA's primary responsibilities is to develop and periodically update the *Countywide Transportation Plan*. It is a long-range policy document that guides decisions and articulates the vision for Alameda County's transportation system. Through goals, objectives and strategies, the Plan lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

Through its funding allocation program, the Plan seeks to ensure that transportation investments—over the 25-year planning period—are efficient and productive, and that maintenance and management of the system remains a high priority.

Implementation The second plan, required by California law for all urban counties, is the *Congestion Management Program*. This document sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. The CMP deals with day-to-day problems congestion causes, including:

- Setting level of service standards for our roadways;
- Analyzing the impact of land development on transportation;
- Exploring ways to manage travel demand; and
- Developing a five-year capital improvement program.



Other Studies

In addition to the *Countywide Transportation Plan* and the *Congestion Management Program*, the CMA conducts special studies which, if results prove feasible, are folded into the CMA's two guiding plans. Some highlights from last year include:

Transit-Oriented Development Planning CMA convened a workshop in March 2005 to address ways to help advance transit-oriented development (TOD) projects in Alameda County. Participants included representatives from cities, counties, transit operators, developers, regional transportation land use and resource agencies, consulting firms, elected officials and the public. Recommendations from the workshop, to be implemented in 2005–2006, include providing assistance in monitoring TOD transportation funds to ensure that funds are spent in a timely manner and providing technical assistance to project sponsors.

Community-Based Planning As part of their Lifeline Transportation Network, MTC identified several low income areas where transportation needs are not being met. To better meet these needs, neighborhood residents are being asked to help identify transportation gaps, solutions, costs and potential funding sources. The CMA completed the *Central Alameda Community-Based Transportation Plan*, focusing on portions of Hayward and the unincorporated areas of Ashland and Cherryland.

Building off the success of the Central Alameda effort, the CMA launched a second community-based planning process. This effort is assessing the needs of residents in West Oakland. A handful of students from nearby McClymonds High School are interning with the project consultants. They are assisting with the outreach campaign by conducting public presentations and distributing surveys at churches, senior centers and community centers. The effort is also being closely coordinated with the West Oakland Project Area Committee, an organization of community representatives.

FAIR Lanes Study The FAIR Lanes Study analyzed the feasibility of giving credit to low income travelers for use of a future High Occupancy Toll (HOT) lane in the I-580 and I-680 corridors. FAIR lanes would provide low income eligible travelers of the general purpose (GP) lanes a "credit" each time they use the GP lane during peak periods. This credit would be redeemable toward paying their toll on the HOT lane or, potentially, other transportation services. This study





For Position Only

concluded that the program was feasible, but that there would be operational and administrative challenges. Importantly, the study found I-580 to be a good candidate for a second HOT lane in Alameda County.

Programming the Funds

Along with its planning activities, the CMA programs funds from a variety of sources to implement projects. The CMA's programming activities promote early project development and timely project delivery by ensuring that federal, state and local funds are programmed effectively and efficiently—and in accordance with federal and state procedures and deadlines.

The CMA evaluates applications requesting available funds and selects the proposed project that will improve the transportation system and reduce congestion. To further improve project delivery, the CMA has developed the "CMA Exchange Program." This program provides a local funding source to projects which allow sponsors to expedite delivery of project phases that otherwise would have to wait for federal or state funding.

**Current and projected transportation dollars
do not meet transportation needs.**



For Position Only

Direct Funding Sources

The primary funding for CMA transportation investments is provided from a combination of six federal, state and local programs.

Federal Surface Transportation Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through SAFETEA, the legislation by which the CMA receives federal monies. The CMA primarily programs STP funds to roadway projects, including resurfacing of local roads. The CMA programmed \$8.7 million of STP to local streets and road projects in 2004–2005 and expects an additional \$9 million to similar projects in 2005–2006.

Federal Congestion Mitigation & Air Quality Program The CMA is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. The CMA primarily programs these funds to bicycle and pedestrian projects and Transportation for Livable Communities projects. These projects are selected based on a schedule determined at the regional agency (MTC) level. The next CMAQ programming cycle is anticipated to occur in 2005–2006.

State Transportation Improvement Program Under state law, the CMA works with project sponsors, including Caltrans, transit agencies and local jurisdictions, to solicit and prioritize projects

Current and projected transportation dollars
do not meet the needs.

**The CMA provides technical assistance
to project sponsors to implement
their programs where necessary.**

that will be programmed in the state Transportation Improvement Program (STIP). The 2004 STIP was approved in August 2004. This STIP included no new funding due to the State fiscal crisis.

Projects delayed in the Alameda County STIP include BART extensions, purchase of new transit vehicles, intermodal facilities and freeway widening projects. This program is updated during odd numbered years and is included in the *Congestion Management Program*. The 2006 STIP will be approved in Spring 2006.

Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program.

Transportation Fund for Clean Air Program State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a fee of \$4 per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent are allocated to an overall program manager for each county—the CMA in the case of Alameda County. Of the CMA's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

In the past, the CMA has used these Transportation Fund for Clean Air Program (TFCA) funds to support an array of improvements such as shuttle buses, transit information, bicycle projects, regional ridesharing, the Guaranteed Ride Home Program and signal coordination. In fiscal year 2004–2005, the CMA programmed about \$1 million to projects. This program list is updated annually.

Local Exchange Program/CMA Transportation Improvement Program The CMA has established a "Local Exchange Program" to give project sponsors some flexibility to streamline and expedite project delivery. Under this Program, the CMA exchanges state and federal funds for local monies to create a local funding source. This funding source (CMA Transportation Improvement Program) gives project sponsors the flexibility of using local rather than state or federal funds.

The local funds also allow many projects to begin that would otherwise have been delayed due to the lack of available STIP funding. The CMA TIP program includes projects such as bus purchases, overpasses, intermodal facilities, local street and road improvements and arterial management.



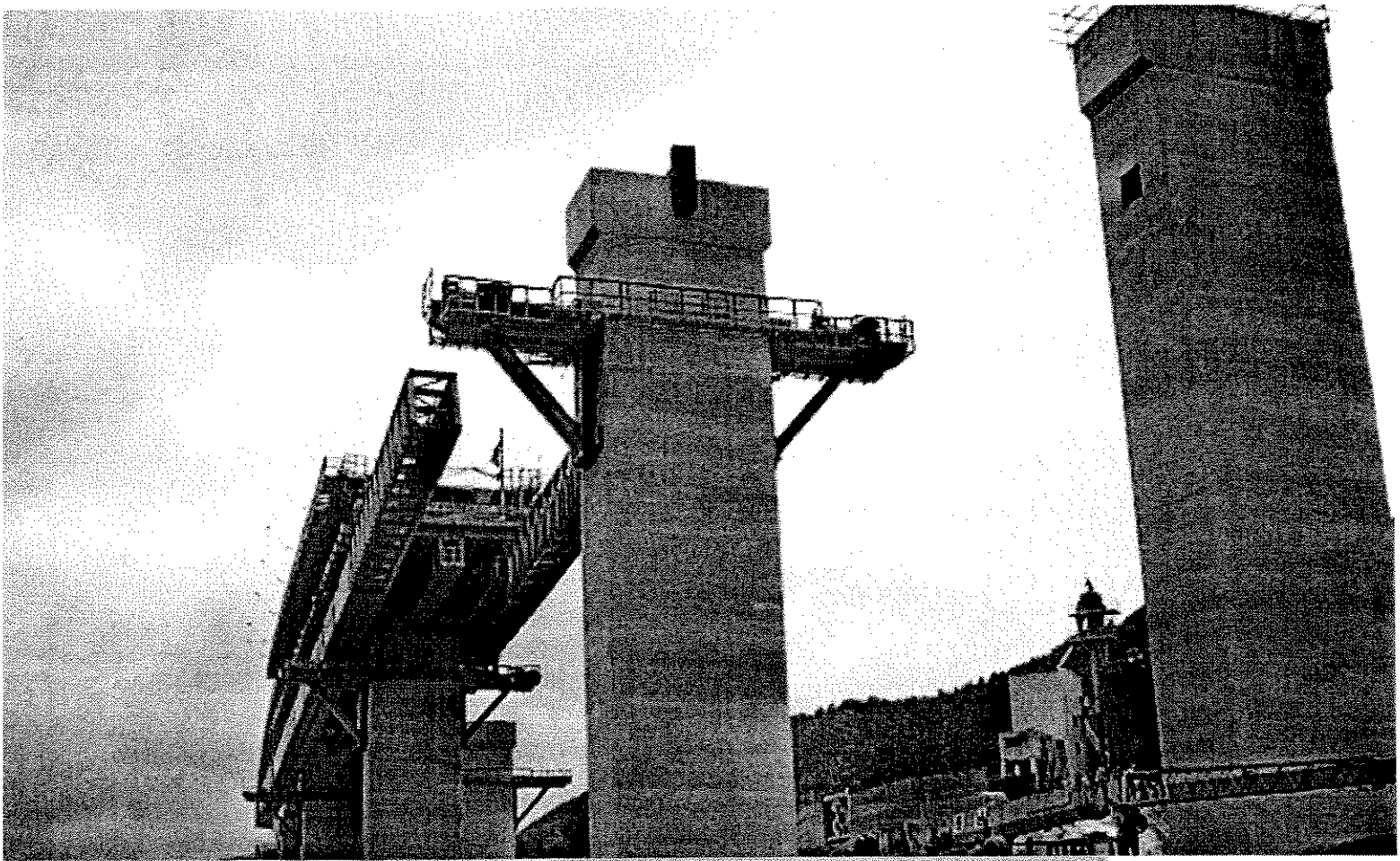


Indirect Funding Sources

There are a number of additional funding programs available to Alameda County for transportation improvements. However, the CMA does not have a direct role in programming of these funds.

- Federal Disaster Assistance
- Federal Transit Sections 5307 and 5309
- State Transit Capital Improvement Program
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Measure B Sales Tax
- Local Bridge Tolls (Regional Measure 2)
- Local Gas Tax

In addition to planning the system and programming the funds,
the CMA implements projects and programs.



Implementing the Projects and Programs

With no new state or federal funding provided recently, the CMA has focused on delivering already funded projects in Alameda County. In addition, coordination efforts with project sponsors was intensified and local sales tax funds were leveraged to deliver key transportation projects throughout the county. During the past fiscal year, the CMA took the lead in advancing a number of implementation efforts.

✓ Board-designated
high priority project

✓ I-580 Tri-Valley Rapid Transit Corridor Improvements

Population in East Alameda County has been steadily rising since 2000, creating dramatic increases in traffic congestion. Designated a high priority project by the CMA Board, the CMA is actively spearheading a cooperative effort to deliver a package of improvements for the SR-84, I-580 and I-680 (Tri-Valley) Corridors. The improvements are intended to reduce the significant and mounting congestion commuters experience through the Livermore Valley.

In partnership with Caltrans, the CMA has been managing the environmental document. Work on the project was delayed for one year due to the state budget crises, but restarted in July 2004 at the Board's urging. Work on the technical studies continued throughout the year. With the passage of RM2 in 2004, the CMA has taken the lead on preliminary engineering and at-risk design.

I-580 HOV Lane Project The first phase of the project includes construction of an interim eastbound HOV lane on I-580 from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Subsequent project phases will purchase right-of-way for BART or other transit improvements in the corridor and will widen the westbound direction.

2005-2006 actions at a glance

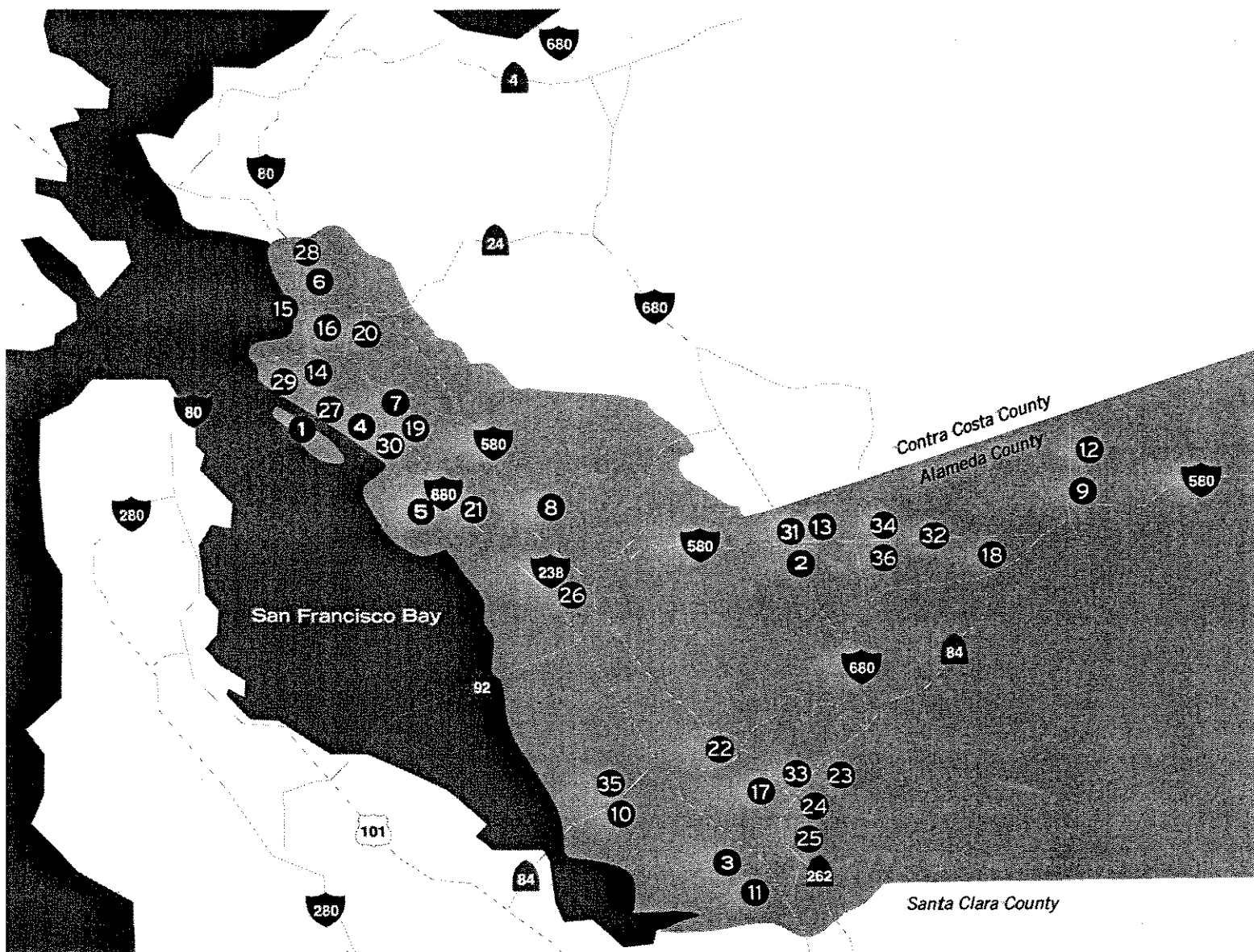
During the last fiscal year, the CMA's focus remained on assisting sponsors in delivering currently funded or programmed projects.

Planning the System

KEY	SPONSOR	PROJECT	STATUS
	CMA	Countywide Transportation Plan	Completed
		Congestion Management Program	Underway
		I-680 Smart Carpool Lane	Underway
		I-580 Carpool Lane Environmental Review	Underway
		I-238 Auxiliary Lane Environmental Review	Underway

Programming the Funds

KEY*	SPONSOR	PROJECT	STATUS
	AC TRANSIT	MIS Phase 2: Berkeley/Oakland/ San Leandro Corridor	Project Development
		Bus Acquisition	Ongoing
		District-Wide Facilities Upgrade	Ongoing
		Satellite-Based Global Tracking Communication System	Ongoing
		Wheelchair Bus Securement	Ongoing
1	ALAMEDA	Tinker Avenue Extension/ College of Alameda Transit Center	Project Development
2	BART	West Dublin/Pleasanton BART Station Improvements	Initial Stages
3		BART Extension to South Fremont	Project Development
4		Lake Merritt Channel Subway Repair	Project Development
5		Oakland Airport Connector	Project Development
		A/B Car Rehabilitation	Ongoing
		Automatic Fare Collection Modernization	Ongoing
		Platform Edge Tile Replacement	Ongoing
6	CALTRANS	I-80 Aquatic Park Noise Barrier	Initial Stages
7		I-580 Soundwalls: Oakland	Project Development
8		I-580 Soundwalls: San Leandro	Project Development
9		I-580 Soundwalls: Livermore	Project Development
10		Route 84 WB Carpool On-Ramp to I-880	Project Development
11	CALTRANS/ACTIA	I-880 Carpool Lanes to Santa Clara County	Under Construction
		I-880 Warren Avenue Interchange	Under Construction
		Widening with E. Warren Grade Separation	Project Development
12	COUNTY	Vasco Road Safety Improvements	Project Development
13		East Dublin/Pleasanton BART Station Transit Village Parking Structure	Project Development
14	EMERYVILLE	Mandela Parkway Extension	Initial Stages
15		Ashby/Bay Interchange Improvements	Project Development
16		Emeryville AMTRAK Intermodal Transfer Station	Project Development
17	FREMONT	Washington Boulevard/ Paseo Padre Grade Separations	Project Development
18	LAVTA	Satellite Bus Operations Facility	Initial Stages
19	OAKLAND	I-880 Access at 42nd/High Street	Project Development
20		MacArthur BART Station Transit Village Comprehensive Plan	Project Development
21	SAN LEANDRO	Marino Boulevard Widening	Complete
22	UNION CITY	Intermodal Station: Phase I	Project Development
23	CMA/CALTRANS	I-680 SB Carpool Lanes	Constructed
24		I-680 Soundwalls	Under Construction
	CMA/ACTIA/CALTRANS		
25		I-680 NB Carpool Lane	Project Development
26		I-238 NB and SB Expansion	Project Development



Implementing the Projects and Programs

KEY	SPONSOR	PROJECT	STATUS
CMA/OAKLAND/CALTRANS			
27		I-880: Broadway/Jackson Improvements	Project Development
	ACE/CMA	ACE Trackage and Maintenance Improvements	Project Development
28	CMA	San Pablo Avenue SMART Corridor	Ongoing
29		Grand Avenue/I-880 HOV On-Ramp	Initial Stages
30		I-880: 29th Avenue Interchange Improvements	Project Development
31		I-580/I-680 Interchange Improvements	Initial Stages
32		I-580 HOV Lane	Initial Stages
33		I-680 Smart Carpool Lane	Initial Stages
34		ACTIA I-580 Auxiliary Lanes	Ongoing
35		Ardenwood Park-and-Ride	Ongoing
36		I-580 Corridor Implementation Plan	Ongoing
		Guaranteed Ride Home Program	Ongoing
		Project Monitoring Program	Ongoing
		Highway Monitoring Program	Ongoing

** The illustrative map is not meant to depict the precise location of each project, but rather a more general picture of the geographic distribution of activities underway during the 2005-2006 fiscal year.*



I-580/I-680 HOV Direct Connector PSR/PDS Preparing for subsequent phases of corridor improvements, the CMA will work with Caltrans to prepare the Project Study Report (PSR) for the I-580/I-680 interchange improvements.

I-680 Corridor

Over the years, the CMA—in partnership with the Contra Costa and Santa Clara CMAs, MTC, Caltrans, the ACTIA and business and community groups developed strategies for implementing improvements in the I-680 Corridor. The \$85 million programmed for southbound I-680 is being implemented in the following phases:

- An auxiliary lane from Automall Parkway to Mission Boulevard to relieve the weekday morning bottleneck (completed March 2001);
- A carpool lane from SR-84 to SR-237 (completed December 2002);
- Soundwalls identified in the environmental document (completed April 2005); and
- Additional auxiliary lanes, ramp metering and widen shoulders and structures (construction anticipated in 2006).

A total of \$102 million is programmed for construction of a carpool lane on northbound I-680 over the Sunol Grade, although some of the funding remains in jeopardy due to the State's ongoing fiscal crisis. Caltrans is currently working on the environmental document. The final environmental clearance was issued in 2005.

With construction beginning in May 2004, efforts continued to provide soundwalls on I-680 in Fremont and Milpitas. This project is one component of the overall I-680 Corridor Improvements and involves the construction of 12 soundwalls. The \$11 million project is about 80 percent complete through June 30, 2005.

Regional Express Bus Improvements

Together the CMA and AC Transit are sponsoring the Regional Express Bus program. This program is exploring ways to improve transit mobility along key locations in the Bay Area. Three projects are getting underway.

SR-84 HOV Lane Extension and Direct Connector MTC has allocated \$2 million in RM2 funds for HOV improvements on SR-84, in the Dumbarton Corridor. The CMA is coordinating this project with Caltrans. Caltrans will provide engineering services for the proposed HOV lane extension. Engineering services for a direct connector on-ramp to SR-84 at Newark Boulevard, separate from the lane extension, are underway.

Ardenwood Park-and-Ride MTC has allocated RM2 funds to the CMA to design, acquire and construct an expanded park-and-ride commuter lot, which will be joined to the existing park-and-ride lot currently operated by Caltrans. The CMA and AC Transit are joint sponsors for this project, with the CMA leading the implementation effort. The expanded lot will accommodate 100 additional parking stalls and will serve to encourage travelers to use express bus service and carpooling.

West Grand Avenue Transit Enhancements This program includes a package of transit enhancements along the West Grand Avenue Corridor, including future I-880 HOV on-ramp improvements at Maritime Street and various operational and transit enhancements on nearby local streets. The CMA will be looking for assistance in a transit operations analysis and design and construction of various traffic signal modifications along the corridor.

Smart in Sunol In Fall

2004, the State authorized a demonstration project to add a SMART Carpool Lane to the I-680 southbound HOV lane (AB 2032, Dutra) through the Sunol Grade. This will give motorists the choice of paying a fee to use a faster-moving lane, thereby reducing their time in traffic. The Sunol SMART Carpool Lane Joint Powers Authority will be responsible for the design, implementation and operation of the project. Work on implementing the SMART Carpool Lane kicked off in 2005, including electronic toll collection system design and roadway design.

The CMA also began developing a public outreach and marketing program to introduce the concept to neighboring communities and travelers. The environmental document is complete. Preliminary design for the improvements and system engineering requirements are expected to be completed in Spring 2006.

I-880 North Safety Improvements

The CMA's adopted Strategic Plan for I-880 includes various recommended improvements to increase safety and reduce delay. One particular project underway is the 29th Avenue interchange improvement. This project will provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts. Using RM2 funds, the PSR has been initiated and will be completed in 2007.

I-238 Corridor

The CMA, in cooperation with Caltrans and ACTIA, developed a set of improvements to reduce congestion and delay along the I-238 Corridor. The interim solution, to add an auxiliary lane to southbound I-238, was completed in October 2000. In some locations, the lanes and shoulders are narrower than standard. The long-term solution is to add a standard northbound and southbound lane. The environmental document was approved in April 2004 and construction is set to begin in 2006.

BART Extension to Warm Springs

Commuters to and from the South Bay are anticipating the 5.4-mile BART Extension from central Fremont to Warm Springs, in southern Fremont. ACTIA considers this project a first step toward extending BART to San Jose. Environmental documentation is near completion. Preliminary engineering and early right-of-way acquisition are underway.

BART Oakland Airport Connector

The BART Oakland Airport Connector will enable air travelers to use BART and Amtrak easily and efficiently. This 3.2-mile project will provide a grade separated connection between the Coliseum BART/Amtrak Stations and the Oakland International Airport. Using an Automated Guideway Transit system, it will operate in an exclusive right-of-way along Hegenberger Road. Preliminary engineering has been completed. Right-of-way and utility relocation is underway.



East Bay SMART Corridors Program

The East Bay SMART Corridors Program continues to make great strides in using current and evolving technologies such as remote traffic detectors, wireless devices, traffic cameras and transit priority signals to:

- Increase efficiency of existing roadway and transit service;
- Support a multi-modal transportation system;
- Reduce travel time and improve traffic flow;
- Enhance emergency response and incident removal; and
- Share information between participating agencies and cities in a timely way.

SMART on San Pablo Initiated in May 2004, the program supports AC Transit's Rapid Bus along a 16-mile stretch of San Pablo Avenue and connecting roadways, from Jack London Square in Oakland to Contra Costa College in San Pablo. Since the grand opening of service, there has been an astounding 77 percent increase in ridership and a 17 percent decrease in travel time in this corridor. Of the increased ridership, 19 percent formerly drove alone.

This transit priority program resulted in an astounding 66 percent increase in ridership and a 17 percent decrease in travel time. Of the increased ridership, 19 percent formerly drove alone.

For Position Only



Wayne Monger



SMART on International/Broadway/Telegraph Due to overwhelming success along San Pablo Avenue, AC Transit and the CMA are embarking on another Rapid Bus corridor—a 20-mile stretch connecting Bay Fair Mall in San Leandro and UC Berkeley. This will include all the SMART components noted above, as well as major bus transit improvements such as signal upgrades, transit priority equipment, high-capacity articulated buses, stations and shelters, lighting and other bus-related enhancements. Construction of the system improvements began late 2005; environmental clearance is expected in Spring 2007.

Altamont Commuter Express Passenger Rail

Providing passenger rail service from Stockton to downtown San Jose, the Altamont Commuter Express (ACE) train removes vehicles from the busy corridors of I-580 and I-680. The CMA is working closely with partner agencies—ACE, Caltrans, Alameda County and the City of Livermore—to deliver approximately \$36 million worth of improvements aimed at enhancing access to and operations of ACE:

- Downtown Livermore ACE Station Parking Improvements (completed)
- Vasco Road Safety Improvements (construction anticipated to begin in 2007)
- Vasco Road ACE Station Parking Improvements (design completed; right-of-way purchased; construction delayed due to State budget crisis; anticipated to begin in 2006–2007)
- ACE Service Track Improvements (construction anticipated to begin in 2006–2007)

The 2005–2006 ACE Service Plan does not anticipate any increases in fares or service. The document identified a number of ways to recapture riders lost over the past several years due to the economic downturn and commensurate job losses.

Guaranteed Ride Home Program

Through the Guaranteed Ride Home Program, the CMA continued offering transit riders, carpoolers, pedestrians and bicyclists a taxi voucher, should they unexpectedly be required to stay at work beyond transit operating hours or need to get home quickly for a family matter. In 2004, CMA added a countywide car rental program as a cost-savings alternative to using taxis. Use of the program is limited to a few times per month, with a fixed number per year. It is intended to overcome barriers to ridesharing, reduce congestion and help improve air quality. The CMA administers the program and the TFCA Program provides funding. As of December 2005, 3,758 employees and 135 employers are currently registered for the Program, and 1,005 rides have been taken.

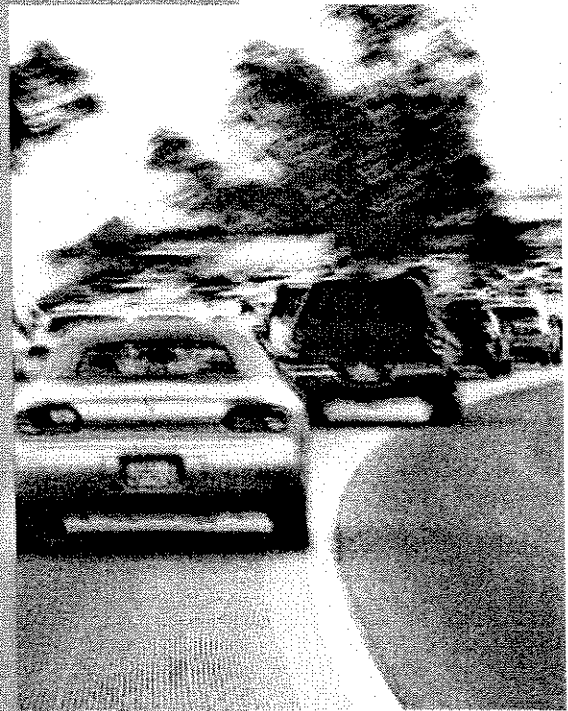
Project Monitoring Program

The CMA works with Alameda County, all 14 cities in the county and local transit operators to ensure that funds distributed through the CMA are being spent as required. Quarterly, the Board reviews the status of projects to ensure that funds are being used in accordance with State mandates, and to provide an early warning for projects that may need additional delivery assistance or a time extension.

The CMA also provides technical assistance to project sponsors to implement their programs where necessary. State statute includes a "timely use of funds" provision that requires on-time project delivery—or funding may be lost. The CMA provides this assistance to sponsors to ensure that Alameda County funds are not lost. The CMA created a project database to assist in tracking projects.

Highway Monitoring Program

The CMA biennially monitors the level of service on highways and key arterials in the county. This information is used for planning studies, to ensure conformance with the CMP and to prepare the annual "State of Transportation in Alameda County" Performance Report. Monitoring was last conducted in 2004; the CMA will perform the next one in Spring 2006.



looking forward

For
Position
Only



Without the County's allocation of Proposition 42 monies,
projects were delayed an average of two to three years.

IN A REVERSAL OF THE PREVIOUS YEAR'S SUSPENSION OF TRANSPORTATION FUNDING, the Governor's 2006–2007 budget proposal includes full funding of Proposition 42. This proposition, approved by 69 percent of the voters in March 2002, directs the State's portion of sales tax on gasoline from the General Fund to transportation programs. Further still, the Governor proposes an early loan repayment of \$920 million previously borrowed from funds for state highway and local roads.

This turn around is greatly welcomed throughout the state, and especially in Alameda County, where our freeways and highways continue to be the most congested of the nine-county Bay Area. Because Proposition 42 funding represents a substantial source of statewide transportation funds, the CMA will likely be in a position to re-activate critical congestion-relief projects that had been stalled due to uncertain funding picture.

The CMA's directive is clear—meet the transportation needs of Alameda County by managing congestion. The CMA looks forward to an exciting next year and will stay focused on delivering quality transportation projects and programs to Alameda County through:

- Solid plans, incorporating technical expertise and community input;
- Well-defined, achievable goals and supporting strategies;
- Collaboration with and cooperation of partner agencies;
- The continued leadership and vision of the CMA Board; and
- The continued commitment and dedication of the CMA staff.



For
Position
Only

**At June 30, 2005, all three funds—General, TFCA and
Exchange—maintained positive net assets.**

Despite the unsettling funding picture for projects and programs, there were a number of financial highlights for the year:

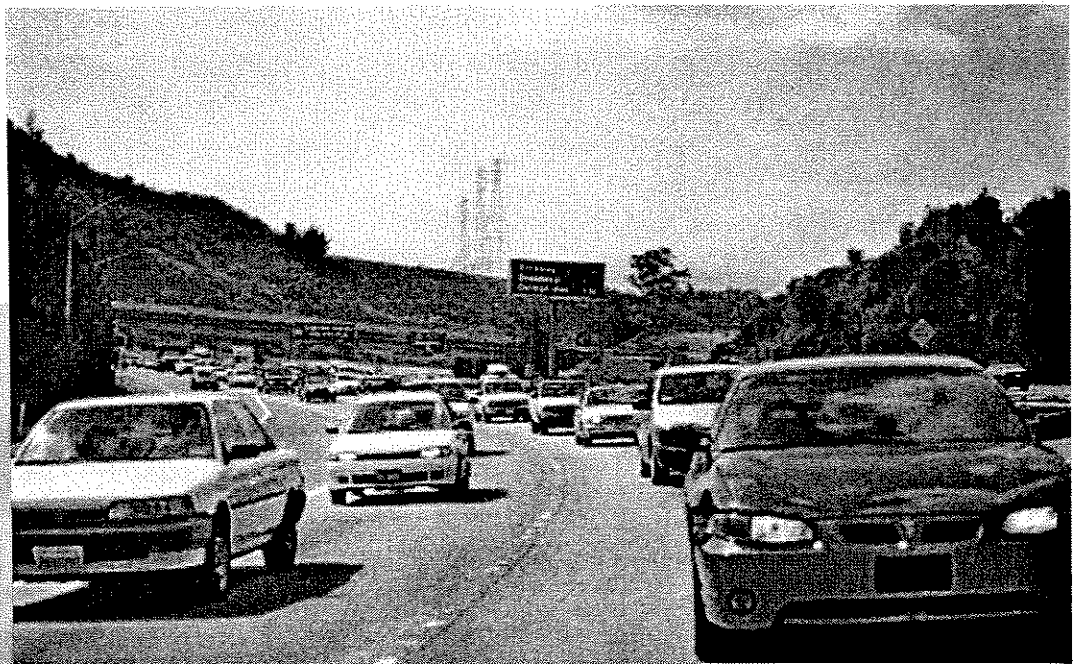
- Total net assets for all funds decreased \$325,240 from the previous fiscal year, totaling \$8,295,464.
- Total governmental funds revenues decreased 20 percent, from \$28,439,923 to \$22,851,171. This was largely attributable to significant delays in project activity.
- Similarly, expenditures decreased 18 percent, from \$28,352,124 to \$23,151,467 in response to decreased project activity.
- Total cash and investments—both restricted and unrestricted—declined by \$1,862,645, totaling \$33,019,894.
- The General Fund reported an excess of expenditures over revenues for the year of \$241,942. This excess was \$360,529 lower than the amount budgeted.
- At June 30, 2005, all three funds—General, TFCA and Exchange—maintained positive net assets.

Statement of Governmental Funds for the Year ending June 30, 2005.

	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
Assets				
Cash and Investments	\$2,167,990	\$	\$	\$2,167,990
Restricted Cash and Investments		3,523,892	27,328,012	30,851,904
Accounts Receivable	3,734,482	900,000	293,756	4,928,238
Interfund Receivable			1,313,403	1,313,403
Interest Receivable	10,156		197,283	207,439
Prepaid Items	34,818			34,818
Total Assets	\$5,947,446	\$4,423,892	\$29,132,454	\$39,503,792
Liabilities and Fund Balances				
Accounts Payable	2,526,832	255,745	1,685,848	4,468,425
Interfund Payable	1,313,403			1,313,403
Accrued Liabilities	106,148			106,148
Deferred Revenue			25,386,521	25,386,521
Total Liabilities	\$3,946,383	\$255,745	\$27,072,369	\$31,274,497
Reserved for ACE Operations	1,193,165			1,193,165
Unreserved	807,898	4,168,147	2,060,085	7,036,130
Total Fund Balances	\$2,001,063	\$4,168,147	\$2,060,085	\$8,229,295
Total Liabilities and Fund Balances	\$5,947,446	\$4,423,892	\$29,132,454	\$39,503,792

Statement of Revenues, Expenditures and Changes in Fund Balances—All Governmental Funds—
for the Year ending June 30, 2005.

REVENUES	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
<i>Grants</i>				
MTC	\$878,275	\$	\$	\$878,275
MTC RM2	423,655			423,655
Caltrans	10,766,352			10,766,352
TFCA	402,495			402,495
BAAQMD	30,135	1,435,727		1,465,862
AC Transit	881,989			881,989
Other	51,037			51,037
Revenue from Member Agencies	736,216			736,216
Revenue from Exchange Program	1,564,360		2,390,722	3,955,082
Interest	54,072	60,045	615,506	729,623
ACTIA Measure B	2,442,113			2,442,113
Other	15,052		103,423	118,475
Total Revenues	\$18,245,751	\$1,495,772	\$3,109,651	\$22,851,174
EXPENDITURES	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
<i>Current</i>				
Salaries and Benefits	\$1,379,522	\$	\$	\$1,379,522
Board Meeting Per Diem	35,900			35,900
Transportation	20,446			20,446
Travel/Special Events	23,601			23,601
Training	2,782			2,782
Office Space	197,500			197,500
Postage/Reproduction	18,806			18,806
Office Expenses	193,850			193,850
Computer Support	31,058			31,058
Website Service	11,214			11,214
Insurance	7,252			7,252
Legal Counsel	46,725			46,725



EXPENDITURES (CONTINUED)	GENERAL FUND	TFCA	EXCHANGE FUND	TOTAL
Annual Audit	55,741			55,741
EDAB Membership	5,000			5,000
Consultants/Contractors	16,338,406			16,338,406
Member Agencies for Projects – Exchange Program			2,390,702	2,390,702
Member Agencies for Projects – TFCA		2,272,979		2,272,979
Legislative Advocacy	97,710			97,710
Miscellaneous	1,261	73	20	1,354
Capital Outlay	20,919			20,919
Total Expenditures	\$18,487,693	\$2,273,052	\$2,390,722	\$23,151,467
Excess of Revenues Over (Under) Expenditures, before Other Financing Sources (Uses)	(241,942)	(777,280)	718,929	(300,293)
Other Financing Sources– (Uses) Operating Transfers	(133,544)		133,544	0
Net Change in Fund Balances	(375,486)	(777,280)	852,473	(300,293)
Fund Balances–June 30, 2004	2,376,549	4,945,427	1,207,612	8,529,588
Fund Balances June 30, 2005	\$2,001,063	\$4,168,147	\$2,060,085	\$8,229,295

Revenues and Expenditures

Statement of Revenues, Expenditures and Changes in Fund Balance—Budget (GAAP Basis) and Actual General Fund—for the Year ending June 30, 2005.

REVENUES	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
<i>Grants</i>				
MTC	\$878,275	\$1,050,000	\$1,414,000	(\$535,725)
MTC RM2	\$423,655		\$3,502,328	(3,078,673)
Caltrans	10,766,352	11,559,000	15,599,365	(4,833,013)
TFCA	402,495	645,600	645,600	(243,105)
BAAQMD	30,135	400,000	400,000	(369,865)
AC Transit	881,989	1,000,000	3,910,728	(3,028,739)
Other	51,037	3,000		51,037
Revenue from Member Agencies	736,216	736,216	736,216	0
Revenue from Exchange Program	1,564,360	1,742,500	1,304,364	259,996
Interest	54,072	350,000	40,000	14,072
ACTIA Measure B	2,442,113	2,700,000	3,621,972	(1,179,859)
Other	15,052	90,000	20,000	(4,948)
Total Revenues	\$18,245,751	\$20,276,316	\$31,194,573	(\$12,948,822)
EXPENDITURES	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
<i>Current</i>				
Salaries and Benefits	\$1,379,522	\$1,341,600	\$1,488,334	(\$108,812)
Board Meeting Per Diem	\$35,900	\$50,000	\$50,000	(\$14,100)
Transportation	20,446	20,000	52,600	(32,154)
Travel/Special Events	23,601	17,000	17,000	6,601
Training	2,782	6,500	7,000	(4,218)
Office Space	197,500	138,000	198,500	(1,000)
Postage/Reproduction	18,806	30,000	40,000	(21,194)
Office Expenses	193,850	85,000	100,000	93,850
Computer Support	31,058	22,000	60,000	(28,942)
Website Service	11,214	10,000	15,000	(3,786)
Insurance	7,252	12,000	17,000	(9,748)
Legal Counsel	46,725	85,000	97,000	(50,275)
Annual Audit	55,741	20,000	30,000	25,741

EXPENDITURES (CONTINUED)	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
Treasurer Auditor		8,000	20,000	(20,000)
EDAB Membership	5,000		5,000	0
Consultants/Contractors	16,338,406	17,171,350	28,725,112	(12,386,706)
Legislative Advocacy	97,710	44,000	97,440	270
Miscellaneous	1,261	6,000	6,000	(4,739)
Capital Outlay	20,919	15,000	50,000	(29,081)
Total Expenditures	\$18,487,693	\$19,081,450	\$31,075,986	(\$12,588,293)
Excess of Revenues Over (Under) Expenditures Before Other Financing Sources (Uses)	(241,942)	1,194,866	118,587	(360,529)
Other Financing Sources (Uses)—Operating Transfers	(133,544)			(133,544)
Net Change in Fund Balance	(375,486)	1,194,866	118,587	(494,073)
Fund Balance—July 1, 2004	2,376,549	2,376,549	2,376,549	0
Fund Balance June 30, 2005	\$2,001,063	\$4,766,281	\$2,613,723	(\$494,073)

Statement of Revenues, Expenditures and Changes in Fund Balance—Budget (Cash Basis) and Actual General Fund—for the Year ending June 30, 2005.

RECEIPTS	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
Revenue from Exchange Program	\$3,955,082	\$1,742,500	\$4,750,000	(\$794,918)
Interest	615,506	31,000	450,000	165,506
Other	103,423			103,423
Total Receipts	\$4,674,011	\$1,773,500	\$5,200,000	(\$525,989)
DISBURSEMENTS	ACTUAL	ORIGINAL BUDGET	FINAL BUDGET	VARIANCE
Member Agencies for Projects	\$2,390,702	\$16,712,000	\$13,444,500	(\$11,053,798)
CMA-Sponsored Projects	1,564,360	598,500	1,119,364	444,996
Other	20			20
Total Disbursements	\$3,955,082	\$17,310,500	\$14,563,864	(\$11,053,798)
Excess of Receipts Over Disbursements	718,929	(15,537,000)	(9,363,864)	10,527,809
Cash Balance—July 1, 2004	28,149,877	28,149,877	28,149,877	0
Cash Balance June 30, 2005	\$28,868,806	\$12,612,877	\$18,786,013	\$10,527,809

staff commitment

Dedicated to serving Alameda County, the CMA employs 14 full-time staff members. The staff manages planning studies, funding allocations, design and construction consultant contracts and fiscal affairs. In addition, the staff serves as liaisons to project sponsors, other planning and funding agencies within and beyond the county and legislative representatives in both Sacramento and Washington, D.C.

Dennis R. Fay, Executive Director

Jean Hart, Deputy Director of Planning

Frank Furger, Deputy Director Programming and Projects

Christina Muller, Administrative Manager and Board Secretary

Yvonne Chan, Accounting Manager

Diane Stark, Senior Transportation Planner

Saravana Suthanthira, Associate Transportation Planner

Cyrus Minoofar, Principal Transportation Engineer

Stefan Garcia, Principal Transportation Engineer

Matt Todd, Senior Transportation Engineer

Agnas Gooden, Project Accountant

Victoria Winn, Administrative Assistant

Claudia Magadan, Administrative Assistant

Myrna Portillo, Receptionist



For further information about the CMA, please contact:

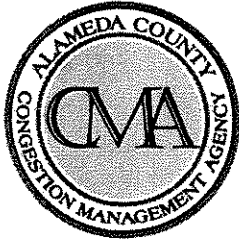
Alameda County CMA

1333 Broadway, Suite 220 | Oakland, California 94612

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Art direction and design by MIG, Inc., Berkeley, California

Copy by Robyn Anderson



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*March 23, 2006
Agenda Item 6.4.2*

Date: March 14, 2006
To: CMA Board
From: Administration and Legislation Committee
Subject: Tri-Valley Triangle Study: Contract Amendment

Action Requested

It is recommended that the Board approve an amendment to the Parsons Transportation Contract to: 1) increase the current budget from \$400,000 to \$528,000 for supplemental work requested by the cities of Dublin, Livermore and Pleasanton; and 2) authorize the Executive Director to enter into funding agreements as necessary with the three cities to transfer the funds to the CMA. The three cities have approved council resolutions authorizing payment for the additional work. The increase in budget will be at no cost to the CMA.

Next Steps

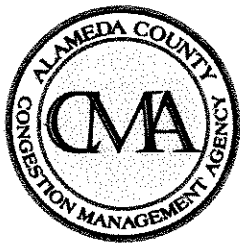
The contract will be amended and necessary funding agreements will be executed.

Discussion

The CMA Board authorized \$400,000 in November 2004 to complete the Tri-Valley Triangle Study. Parsons Transportation Group is the prime consultant for the study. The scope of work included using an existing travel demand model and traffic operations model. During the early development of the study, the Tri-Valley cities requested that a different travel demand model be substituted and requested more detail for the transportation network and different land use assumptions. The cities agreed to fund this effort.

The three jurisdictions have secured approval from their councils for additional funding up to \$212,635. The cities have agreed to the split of the funding. Staff is seeking approval for \$128,000 at this time for the additional modeling work. It is recommended that the contract for Parsons Transportation be amended to \$528,000 and that the Executive Director be authorized to sign all necessary fund transfer agreements.

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Memorandum

*March 23, 2006
Agenda Item 6.4.3*

DATE: March 14, 2006
TO: CMA Board
FROM: Administration and Legislation Committee
RE: Soundwall Design:
San Leandro Soundwalls - Estudillo to 141st along I-580
Oakland Soundwalls - 14th and Ardley along I-580

Action Requested

It is recommended that the Board authorize the Executive Director to execute all necessary agreements required to complete the design of the freeway soundwalls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000, contingent on the CMA Board approval of the addition of \$1,233,000 of CMA TIP funds required for the design project. Consideration of the programming of the additional CMA TIP funds will be considered under agenda item 7.1.

Discussion

In an effort to expedite the delivery of the two soundwall projects along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley), the CMA has agreed to take over the design of these projects from Caltrans. The design for both of these projects was initiated, but never completed by Caltrans.

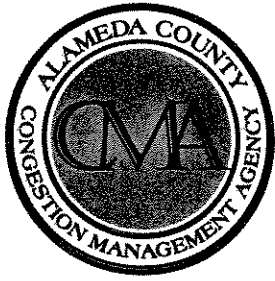
Initial cost estimates provided by Caltrans indicated that the San Leandro soundwalls would require about \$730,000 and the Oakland soundwalls would require \$290,000 to complete the design and finalize construction packages. CMA staff met with Caltrans to collect all the relevant design work that has been completed to date for the two locations. CMA staff review of the design work completed to date by Caltrans indicates that a higher level of effort will be required to complete the design than had originally been estimated by Caltrans.

The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that is in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work, including the acquisition of all required temporary construction easements, in the consultant proposals, CMA staff recommends an additional \$1,233,000 of CMA TIP funds be programmed to the project. This will bring the total CMA TIP programming to \$2,250,000. Once the design team is selected, staff will also review

the Caltrans supplied information with the design team to determine if any existing information can be used to minimize the overall design cost.

The San Leandro component has capital funding programmed for FY 07/08 in the STIP. The Oakland component still needs capital funding which can be requested in a future STIP programming cycle.

A companion item to approve \$1,233,000 of additional CMA TIP funds for the project will be considered under agenda item 7.1.



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*Agenda Item 6.4.4
March 23, 2006*

DATE: March 15, 2006
TO: CMA Board
FROM: Administration and Legislation Committee
SUBJECT: Requisite Agreements for the I-580 TMP/Advance Elements Project

Actions Requested

It is recommended that the CMA Board authorize the Executive Director, or his designee, to take the following actions in support of expediting delivery of the I-580 Traffic Management Plan (TMP)/Advance Elements Project:

1. Negotiate and execute all necessary consulting, procurement and installation agreements with AT&T and CoValue for systems and software design and implementation;
2. Negotiate and execute a Cooperative Agreement with Caltrans for oversight of project development and construction activities for this project; and
3. Negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton, Zone 7, and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions.

Next Steps

Staff will negotiate and draft the requisite agreements for the I-580 TMP/Advance Elements Project in anticipation of construction in Fall 2006.

Discussion

The I-580 TMP/Advance Elements Project will provide required traffic management elements that are necessary for the EB I-580 Interim HOV Lane project in advance of its construction. The TMP project is presently being environmentally cleared and designed with consultant assistance under contract to CMA. Staff anticipates having the I-580 TMP/Advance Elements under construction in Fall 2006. The CMA plans to administer the construction of this project. This accelerated schedule is prompting the need for the requested actions. Funding for all activities related to this project will be provided through existing grants programmed to the project. Additional supporting information for each action requested is provided in Attachment A.

Action 1:

For the I-580 TMP/Advance Elements project to integrate smoothly into the SMART Corridors network, it is critical that hardware, software, and configuration of all devices are compatible across the entire network. Additionally, network and software design are crucial components to have the system installed, tested, and functional before the construction of the EB I-580 Interim HOV Lane begins. To ensure compatibility between the Tri-Valley system and the existing SMART Corridors system and that the project stays on schedule, staff is recommending that CMA execute sole source contracts with the existing SMART Corridors Program vendors. The existing vendors have unique knowledge about the system and are positioned to extend the current system through integration with the local agencies involved in the I-580 TMP/Advance Elements Project in the required timeframes.

Action 2:

A Cooperative Agreement between Caltrans and the CMA for project development and construction activities for the I-580 TMP/Advance Elements Project is necessary because the project involves work in the State right of way, which requires Caltrans oversight. The CMA will be responsible for all capital outlay and staffing costs associated with the preliminary engineering, environmental documents, project development, final design, construction, construction administration and management and telecommunication costs through 2009. The cost estimate of work within the State right-of-way for which the CMA is responsible is approximately \$5,500,000. A draft Cooperative Agreement is presently at Caltrans for review.

Action 3:

A number of project elements, such as CCTV and Transit Signal Priority, will be placed on local city streets and county road right-of-way to provide optimal coverage by CCTVs and to provide the transit infrastructure to enable an express route promoting alternative transit modes. The CMA, as the project sponsor and implementing agency, must obtain permission from the Cities of Dublin, Livermore and Pleasanton, Zone 7 and Alameda County to construct facilities within the individual jurisdiction's right-of-way. Consequently, agreements to enter and construct the various TMP/Advance Elements are necessary with each jurisdiction. It is intended that these agreements will also supplant the need for Encroachment Permits from each jurisdiction.

Requisite Agreements for the I-580 TMP/Advance Elements Project

ATTACHMENT A

The TMP project intent is to have all field devices in place, tested and functional before the construction of the EB I-580 Interim HOV Lane Project. The project will enable Caltrans, the CMA and local agencies to manage construction impacts and incidents and to provide real-time traffic and incident management in the corridor. The project will provide transit signal priority on designated major arterials in the Tri-Valley, providing infrastructure to support an express bus route during HOV construction, thereby promoting mass transit usage. The I-580 TMP/Advance Elements Project also includes Dynamic Message Signs (DMS), closed circuit TV (CCTV) cameras, Highway Advisory Radios (HAR), Extinguishable Message Signs (EMS), monitoring stations and ramp metering equipment (ramp meters will not be activated at this time) along the following routes:

- Along I-580 from west of Foothill Road to east of the Greenville Overhead , a distance of approximately 13.1 miles;
- Along I-680 from Sheridan Road to north of Alcosta Boulevard, a distance of approximately 13.8 miles (of which approximately 0.3 miles is in Contra Costa County); and
- Along SR 84 from I-680 to I-580, a distance of approximately 11.0 miles

Action 1:

The SMART Corridors Program was officially launched in May 2004. The program is built upon an integrated system of field traffic devices, traffic controller systems, a leased private wide area network of wired and wireless devices, and a central data center for processing and dissemination of traffic data. The I-580 TMP/Advance Elements project plans to integrate the I-580/Tri-Valley (Dublin, Pleasanton, and Livermore) area into the SMART Corridors Program network.

The SMART Corridors network was designed, implemented, and is managed by AT&T (formerly SBC), Cingular, an AT&T subsidiary, and Novani, a subcontractor to AT&T. The Advanced Traffic Management System (ATMS) software is currently being enhanced and developed by CoValuate.

The total agreement amount is estimated at \$750,000. The following scope of work would have to be performed by the different vendors:

AT&T:

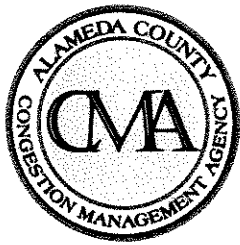
- Identify and establish network interfaces.
- Analyze and evaluate current network and data center capacity.
- Provide expanded network design document.
- Provide communications lines necessary to bring all data to the SMART Corridors data center.
- Provide compatible networking and data center equipment, installing, configuring, and testing it.

CoValuate:

- Inventory and evaluation of existing Tri-Valley systems.
- Requirements gathering for software design.
- Integration and interface development.
- Extension of current maps.
- System and software configuration and load testing.

Action 3:

These agreements will also clarify responsibility for the operation and maintenance of these elements. CMA will operate and maintain these elements in the Cities' and County jurisdictions, as part of the construction contract through 2009, at which time agency having jurisdiction will maintain and operate. The agreements are substantially identical to agreements previously executed by participating agencies in the San Pablo and I-880 SMART Corridors.



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Memorandum

*March 23, 2006
Agenda Item 7.1*

DATE: March 14, 2006
TO: CMA Board
FROM: Plans and Programs Committee
RE: Soundwall Design:
San Leandro Soundwalls – Estudillo to 141st along I-580
Oakland Soundwalls – 14th and Ardley along I-580

Action Requested

The CMA Board approved \$1,017,000 of CMA TIP funds to complete the design of freeway soundwalls along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley). The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that is in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work in the consultant proposals, it is recommended that the Board approve an additional \$1,233,000 of CMA TIP funds be programmed to the project for a total funding package of \$2,250,000.

Discussion

In an effort to expedite the delivery of the two soundwall projects along I-580 in San Leandro (Estudillo to 141st) and Oakland (14th and Ardley), the CMA has agreed to take over the design of these projects from Caltrans. The design for both of these projects was initiated, but never completed by Caltrans.

Initial cost estimates provided by Caltrans indicated that the San Leandro soundwalls would require about \$730,000 and the Oakland soundwalls would require \$290,000 to complete the design and finalize construction packages. CMA staff met with Caltrans to collect all the relevant design work that has been completed to date for the two locations. CMA staff review of the design work completed to date by Caltrans indicates that a higher level of effort will be required to complete the design than had originally been estimated by Caltrans.

The CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that is in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work, including the acquisition of all required temporary construction easements, in the consultant proposals, CMA staff recommends an additional \$1,233,000 of CMA TIP funds be programmed to the project. This will bring the total

CMA TIP programming to \$2,250,000. Once the design team is selected, staff will also review the Caltrans supplied information with the design team to determine if any existing information can be used to minimize the overall design cost.

The San Leandro component has capital funding programmed for FY 07/08 in the STIP. The Oakland component still needs capital funding which can be requested in a future STIP programming cycle.

A companion item to authorize the Executive Director to execute all necessary agreements required to complete the design for the freeway soundwalls in San Leandro (Estudillo to 141st) and in Oakland (14th and Ardley) along I-580 in an amount not to exceed \$2,250,000 will be considered under agenda item 6.4.3.

The ACTAC recommended approval of this item unanimously.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY *Agenda Item 8.1*

FY 2006-2007 BUDGET

TOTAL REVENUES & EXPENDITURES

	FY 2005/2006 Revised Budget	FY 2006/2007 Proposed Budget
REVENUES		
Grants: (see page 3 & 4 for detail)		
MTC	\$ 731,300	\$ 837,000
MTC - RM2	6,981,860	9,773,270
ACTIA / ACTA	3,070,000	5,927,000
Caltrans	6,436,960	2,467,550
TFCA - Program Manager Fund	472,340	239,500
TFCA - Regional Fund	590,500	274,000
CMA Exchange Program	4,768,876	3,397,960
AC TRANSIT	9,301,000	6,960,833
OTHERS	77,000	9,000,000
SUBTOTAL	\$ 32,429,836	\$ 38,877,113
General revenues:		
Member Agencies Fees (see page 2 for detail)	736,216	761,984
Interest	20,000	8,000
Others	20,000	-
TOTAL REVENUES	\$ 33,206,052	\$ 39,647,097
EXPENDITURES		
Salaries	\$ 1,160,000	\$ 1,710,000
Employee Benefits (incl. approved time off)	518,500	787,100
Salary Related Expenses	65,000	85,000
Board Meeting per diem	40,000	50,000
Transportation/Travel-Special Events	65,000	75,000
Training	10,000	12,000
Office Space	290,000	323,243
Postage/Reproduction	25,000	30,000
Office Expenses/Equipment Leases	140,000	176,000
Computer Support	40,000	50,000
Website Service	15,000	20,000
Misc. Expenses	3,000	3,000
Office Furniture/Equipments	72,000	45,000
Building Improvements	156,000	-
Insurance	10,000	12,000
Legal Counsel	97,000	97,000
Accounting Software Annual Support	4,100	4,100
Temporary Employees	30,000	10,000
Annual Audit	40,000	40,000
Interest Expense	50,000	100,000
EDAB Membership	5,000	5,000
Expenditures for Projects (see page 3 & 4 for detail)	29,913,974	34,974,866
Consultants: On Call*	30,000	100,000
Consultants: DBE/SBE/LBE	40,000	10,000
Consultants: Investment Advisor	20,000	20,000
Legislative Advocacy (Sacramento & Washington DC)	97,500	98,400
TOTAL EXPENDITURES	\$ 32,937,074	\$ 38,837,709
Reserved Fund (Altamont Commuter Express)	\$ (243,704)	\$ (190,000)
Financial Reserves**	\$ -	\$ (300,000)
Retiree Health Benefit Reserves	\$ -	\$ (50,000)
Excess of revenues over (under) expenditures	\$ 25,274	\$ 269,387

* On call consultants for various tasks including project budget and schedule control, special studies such as a review of TOD issues, annual compensation analysis, and annual report preparation.

** Increase in financial reserves in accordance w/adopted administrative code for a total reserve of \$1,900,000.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

FY 2006-2007 BUDGET

		Total Fuel Tax Subventions* (S & H Code Section 2105)		Proposition 111 Subventions*					
CITIES/COUNTY	2005/06	2005/06	Percent	FY 03/04 Fees	FY 04/05 Fees	FY 05/06 Fees	FY 06/07 Fees		
City of Alameda	\$ 1,385,506	\$ 466,679	3.13%	\$ 22,584	\$ 22,946	\$ 23,010	\$ 23,815		
City of Albany	313,923	104,539	0.70%	5,079	5,140	5,154	5,335		
City of Berkeley	1,932,819	651,401	4.36%	31,712	32,028	32,118	33,242		
City of Dublin	711,598	238,695	1.60%	9,905	10,884	11,769	12,181		
City of Emeryville	144,400	47,739	0.32%	2,218	2,308	2,354	2,436		
City of Fremont	3,851,724	1,302,018	8.72%	63,006	63,993	64,197	66,444		
City of Hayward	2,669,657	901,231	6.04%	43,806	44,312	44,436	45,991		
City of Livermore	1,452,195	489,291	3.28%	22,877	23,897	24,125	24,969		
City of Newark	814,966	273,743	1.83%	13,236	13,460	13,497	13,970		
City of Oakland	7,581,721	2,566,697	17.19%	124,477	126,201	126,554	130,983		
City of Piedmont	209,169	69,360	0.46%	3,369	3,410	3,420	3,540		
City of Pleasanton	1,242,484	418,186	2.80%	19,914	20,517	20,619	21,341		
City of San Leandro	1,505,790	507,462	3.40%	24,654	24,914	25,021	25,897		
City of Union City	1,300,982	438,021	2.93%	20,889	21,537	21,597	22,353		
Alameda County	20,490,630	6,456,483	43.24%	328,491	320,669	318,344	329,486		
	\$ 45,607,562	\$ 14,931,545	100.00%	\$ 736,216	\$ 736,216	\$ 736,216	\$ 761,984		
Percent of Prop 111 Funds				4.93%	4.93%	4.93%	5.10%		
Percent of Total Fuel Tax Subventions				1.61%	1.61%	1.61%	1.67%		

* Estimate by State Department of Finance (DOF).

History of City/County Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953.00	N/A
1992-93	831,241.00	-26.63%
1993-94	639,084.00	-23.12%
1994-95	581,195.00	-9.06%
1995-96	581,327.00	0.02%
1996-97	599,880.00	3.19%
1997-98	631,858.00	5.33%
1998-99	656,438.00	3.89%
1999-00	704,417.00	7.31%
2000-01	711,320.00	0.98%
2001-02	736,216.00	3.50%
2002-03	736,216.00	0.00%
2003-04	736,216.00	0.00%
2004-05	736,216.00	0.00%
2005-06	736,216.00	0.00%
2006-07	761,984.00	3.50%

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 BUDGET
REVENUES / EXPENDITURES BY PROJECTS

	FY 2005/2006 Revised Budget		FY 2006/2007 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
MTC				
TEA 21 Planning Support:	\$ 460,000		\$ 595,000	
- LOS Monitoring		52,000		13,000
- CMP		25,000		25,000
- Countywide Transportation Plan		25,000		25,000
- CMA Travel Model Support		15,000		15,000
Transportation Land Use Work Program	151,300	26,300	150,000	25,000
Countywide Bicycle Plan (TDA Article 3)	20,000	16,000	12,000	4,000
Community Based Transportation	100,000	100,000	80,000	80,000
Subtotal	\$ 731,300	\$ 259,300	\$ 837,000	\$ 187,000
MTC - RM2				
Rt. 84 Dumbarton HOV On-Ramp	\$ 4,500	\$ 3,000	\$ -	\$ -
Rt. 84 Dumbarton HOV Extension	20,000	5,000	640,000	600,000
Grand Ave. Signal Modification	1,024,600	990,420	2,533,450	2,453,400
Rt. 84/Ardenwood Park & Ride	1,601,840	1,579,000	1,515,380	1,345,000
I-880 North Safety Improvements	485,000	435,000	650,000	618,000
I-580 EB HOV Design	3,216,400	3,000,000	3,012,300	2,900,000
I-580 WB HOV & I-680 Connector	629,520	500,000	1,422,140	1,160,000
Subtotal	\$ 6,981,860	\$ 6,512,420	\$ 9,773,270	\$ 9,076,400
ACTIA / ACTA				
Altamont Commuter Express Operating Cost	\$ 2,000,000	\$ 1,756,296	\$ 2,000,000	\$ 1,810,000
Capital Improvement on ACE	35,000	35,000	1,050,000	1,050,000
I-680 Smart PE/ENV (Phase 2)	390,000	390,000	-	-
I-680 Smart PS&E (Phase 3)	515,000	515,000	864,000	864,000
Countywide Bicycle Plan	30,000	25,000	18,000	6,000
Central Freeway	100,000	26,000	965,000	700,000
I-680 Smart Equip (phase 7)	-	-	90,000	90,000
I-680 Cross Connector PSR	-	-	940,000	846,000
Subtotal	\$ 3,070,000	\$ 2,747,296	\$ 5,927,000	\$ 5,366,000
Caltrans				
CMAQ: SMART Corridor Operations & Management (Contra Co: \$	220,000	\$ 200,000	\$ 260,000	\$ 240,000
CMAQ: SMART Corridor Operations & Management (Alameda)	330,000	300,000	390,000	360,000
East Bay SMART Corridors Incident Management	128,900	128,900	-	-
I-680 Soundwall Construction	2,950,000	2,950,000	-	-
I-680 North and Southbound Design	894,160	810,000	-	-
I-580 HOV EIR & Project Report	855,400	720,000	316,550	250,000
I-580/Tri-Valley Triangle Analysis	137,500	137,500	-	-
I-680 Smart PSR (phase 2)	573,000	401,000	-	-
I-680 Smart PS&E (phase 3)	90,000	90,000	900,000	688,000
STIP Project Monitoring	110,000	50,000	240,000	180,000
I-680 Smart Equip (phase 7)	-	-	361,000	361,000
Dynamic Ridesharing	148,000	144,500	-	-
Subtotal	\$ 6,436,960	\$ 5,931,900	\$ 2,467,550	\$ 2,079,000
TFCA - Program Manager Fund				
Administration Revenue	\$ 33,840	\$ 50,000	\$ -	\$ 5,000
East 14th / Int'l Blvd. - Transit Signal Priority (phase 2&4)	301,500	291,516	102,000	97,008
Guaranteed Ride Home Program	137,000	125,000	137,500	125,000
Subtotal	\$ 472,340	\$ 466,516	\$ 239,500	\$ 227,008
TFCA - Regional Fund				
East 14th / Int'l Blvd -Transit Signal Priority (Phase 3)	\$ 301,500	\$ 291,516	\$ 102,000	\$ 97,008
Travel Choice	45,000	45,000	90,000	90,000
Telegraph Transit Signal Priority	244,000	235,936	82,000	77,968
Subtotal	\$ 590,500	\$ 572,452	\$ 274,000	\$ 264,976

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
FY 2006-2007 BUDGET
REVENUES / EXPENDITURES BY PROJECTS**

	FY 2005/2006 Approved Budget		FY 2006/2007 Proposed Budget	
	REVENUE	EXPENSE	REVENUE	EXPENSE
CMA Exchange Program				
Project Monitoring & Oversight	\$ 347,200	\$ 237,600	\$ 335,400	\$ 250,000
I-680 North & Southbound Design	218,000	200,000	-	-
I-680 Soundwall	565,960	540,000	-	-
I-680 Soundwall Design	25,960	-	1,036,470	960,000
ACCMA 2004 Countywide Model Update	291,000	286,000	109,000	100,000
Tri-Valley Triangle Analysis	137,500	137,500	-	-
Dynamic Ridesharing	25,700	25,700	-	-
I-880 North Safety Improvements	42,480	-	31,860	-
East Bay SMART Corridors Incident Management	132,900	132,900	21,000	13,800
SMART Corridors - Intel Project	2,760,000	2,668,608	930,600	884,904
Travel Choice	60,000	56,500	900,000	86,000
CMA TIP Administration	162,176	54,696	33,630	-
Subtotal	\$ 4,768,876	\$ 4,339,504	\$ 3,397,960	\$ 2,294,704
AC TRANSIT				
Traffic Signal Upgrades (Broadway)	\$ 429,000	\$ 414,792	\$ 145,000	\$ 137,896
INTEL Project (AC Transit: Measure B + RM2)	8,287,000	8,036,632	4,760,900	4,603,856
Net Bus	-	-	234,933	211,439
San Pablo	480,000	452,262	1,720,000	1,669,147
Grand Ave (TFCA)	105,000	103,900	100,000	97,440
Subtotal	\$ 9,301,000	\$ 9,007,586	\$ 6,960,833	\$ 6,719,778
OTHERS				
Tri-Valley Triangle Analysis (Local)	\$ 71,000	\$ 71,000	\$ -	\$ -
SAFTEA-LU I-580 TMP	-	-	9,000,000	8,760,000
West CAT AVL (WCCTAC)	6,000	6,000	-	-
Subtotal	\$ 77,000	\$ 77,000	\$ 9,000,000	\$ 8,760,000
TOTAL	\$ 32,429,836	\$ 29,913,974	\$ 38,877,113	\$ 34,974,866

Construction contracts for above projects:	FY 2006/2007
Ardenwood Rt. 84 Park & Ride Lot	\$ 1,345,000
Intel Rapid Bus Project	3,495,000
San Pablo Rapid Bus (AC Transit)	2,554,051
I-580 HOV Traffic Management Program	8,000,000
ACE Capital	1,050,000
Grand Avenue Signal Modification	1,600,000
Total Construction Amount	\$ 18,044,051

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
TRANSPORTATION FUND FOR CLEAN AIR

	<u>FY 2005/2006</u> <u>Approved</u> <u>Budget</u>	<u>FY 2006/2007</u> <u>Proposed</u> <u>Budget</u>
REVENUES:		
Programmed revenues	\$ 1,800,000	\$ 1,856,000
Interest	90,000	110,000
TOTAL REVENUES	\$ 1,890,000	\$ 1,966,000

<u>SPONSOR</u>	<u>PROJECT</u>	<u>Approved</u> <u>Programmed</u> <u>Amount</u>	<u>Project Avail.</u> <u>Balance</u> <u>As of 1/31/06</u>
ACCMA	Transit Bus Priority Systems, International Blvd.	\$ 500,000	\$ 403,000
ACCMA	Guaranteed Ride Home Program	231,200	86,000
ACCMA	E 14th Street Signal Timing	395,000	395,000
BART	Fruitvale Attended Bicycle Parking Facility	400,000	55,000
BART	Electronic Bike Lockers	50,000	50,000
Berkeley	Berkeley BART: Attended Bikestation	86,136	86,136
Berkeley	City Carshare - Eastbay Expansion	125,996	30,000
Berkeley	Citywide Bike Parking Program	25,000	25,000
Emeryville	Class II Bicycle Lane-Doyle Street Greenway	50,000	50,000
Fremont	CNG Refueling Station-Fremont	96,242	68,000
Fremont	Class II Bicycle Lane-Fremont Blvd.	100,250	83,000
Fremont	Signal Retiming: Automall, Paseo Padre, Warm Spring	123,000	123,000
LAVTA	ACE Shuttle to the Dublin/Pleasanton BART Station	83,934	50,000
Livermore	Arroyo Mocho Trail Extension	86,803	87,000
Oakland	CNG Refueling Station-Oakland	225,000	225,000
Oakland	Coliseum BART Bus Stop Relocation	192,000	187,000
Union City	CNG Facility Improvement	120,000	120,000
TOTAL		\$ 2,890,561	\$ 2,123,136

*This is not a budget or financial statement, this page is provided for information only

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
Board Approved Projects for
CMA TIP Fund

Sponsor - Project	Approved Programmed Amount	Project Avail. Balance As of 1/31/06
Federal Match	\$ 1,956,000	\$ 1,063,000
Set Aside For Economic Uncertainties	4,950,000	4,950,000
ACCMA - SMART Corridors	1,176,000	104,000
ACCMA - SMART Corridors O&M	92,000	92,000
ACCMA - Fair Lanes & Dynamic	60,900	34,000
ACCMA - ACE Trackage & Maintenance Improvements	2,500,000	2,490,000
ACCMA - Project Monitoring	1,855,000	1,400,000
ACCMA - Administration	688,400	438,000
ACCMA - I-680 Sunol Grade	2,058,000	1,304,000
ACCMA - Triangle Analysis	200,000	40,000
ACCMA - International Blvd.	4,500,000	2,900,000
ACCMA - CMA Countywide Travel Model Update	400,000	320,000
Alameda - Remove Rail & Resurface Clement Ave.	256,000	256,000
Alameda - Fernside Blvd. Resurfacing	135,000	135,000
Alameda - Lincoln Middle School Safety	163,000	163,000
County-Pleasanton BART Station	3,675,000	3,675,000
County-Crow Canyon Road	450,000	450,000
Albany - Pierce St. Reconstruction	87,000	87,000
Albany - Ohlone Greenway Intersectin Alignments	37,000	37,000
BART-Warm Springs Extention	2,163,000	277,000
BART-AFC Modernization	2,283,000	1,420,000
BART-West Dublin BART Station	6,900,000	6,900,000
Oakland-CEDA Downtown Intermodal Transit Center	1,450,000	1,450,000
Berkeley-Spruce St. Safety	100,000	100,000
Berkeley-Piedmont Circle Ped. Safety	128,000	128,000
Dublin - Amador Valley Blvd.	289,000	289,000
Emeryville - Intermodal Transfer Station	890,000	890,000
Emeryville - I-80/Ashby/Bay Interchange	313,000	267,000
Emeryville - Park Avenue	57,000	57,000
Fremont - Wash Blvd./Paseo Padre	1,745,000	1,745,000
Fremont - Street Overlay (dBayview, Walnut, Farewell)	467,000	467,000
Hayward - Industrial Blvd Pavement Rehab	280,000	280,000
Hayward - West A Street Rehab	16,000	16,000
Hayward - Hesperian Blvd. Rehab (Tennyson-Sleepy Hollow)	22,000	22,000
Livermore - Streets Resurfacing - 2007	178,000	178,000
Newark - Central Ave. Overpass	630,000	630,000
Newark -Thornton Ave Widening	405,000	405,000
Newark -Stevenson Blvd. Overlay I-880 to Cherry Street	151,000	151,000
Newark - Jarvis Overlay	99,000	99,000
Newark - Hayley Ave. Overlay	79,000	79,000
Oakland -MacArthur BART Station	500,000	500,000
Oakland - City of Oakland: Annual Street Resurfacing	349,000	349,000
Oakland - Measure B Match for Fed STP LSR Project	278,000	278,000
Oakland - Traffic Signal: 73rd/Garfield	275,000	275,000
Piedmont - Lower Grand at Arroyo and Rose	82,000	82,000
Pleasanton - Bernal Ave. - First Street to Windmill Way	232,000	232,000
Pleasanton - W. Las Positas Blvd. Resurfacing	153,000	153,000
San Leandro - Florestra Blvd. Rehab	12,000	12,000
Union City - Intermodal Station	1,000,000	300,000
Union City - Whipple Road Rehabilitation	241,000	241,000
Union City - UC Blvd. Rehab	127,000	127,000
Union City - Pavement Rehab: B,C,D,E, & 7th & 8th Streets	151,000	151,000
City CarShare Expansion Camp	40,000	5,000
TOTAL	\$ 47,324,300	\$ 38,493,000

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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
WORK PROGRAM MILESTONES
Fiscal Year 2006-2007**

<u>Date</u>	<u>Milestone</u>
1 st Quarter	<ul style="list-style-type: none"> • Roadway level of service (LOS) monitoring • Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions • Develop “Best Practices” for Transit Oriented Development (TOD) in Alameda County • Complete development of countywide travel model, including final report • Dynamic Ridesharing Pilot Program – Final Report • Central County Freeway Study – begin study • Grand Ave and MacArthur SMART and Rapid Bus Corridor – complete design • SMART Corridors Program – strategy for capital investment to reduce O&M costs • Dumbarton Bridge approach HOV lane extension – complete Plans, Specifications & Estimates (PS&E) • Ardenwood Park & Ride Lot – start construction • I-580 Tri Valley Transportation Management Plan (TMP) – award construction contract • I-580 Tri Valley Eastbound Interim HOV Lane – environmental document complete • I-580 Tri Valley right of way protection for BART – begin environmental documentation • I-680 Smart Carpool Lane Project – stakeholder interviews and public opinion poll • Quarterly budget review • LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee • CMA Exchange Program Administration and Oversight • Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
2 nd Quarter	<ul style="list-style-type: none"> • 2005-06 “State of Transportation in Alameda County” Report • Report to Air District on TFCA vehicle registration fee program • Revise TFCA vehicle registration fee program guidelines, as appropriate • 2007 CMA Legislative Program • Conformance of cities/County with Congestion Management Program • Countywide Traffic Impact Fee reevaluation – Final Report • East Oakland Community Based Transportation Plan – Final Report

- 2nd Quarter (cont'd)
- Berkeley Community Based Transportation Plan – Final Report
 - TFCA Exchange Fund program of projects (TFCA funds exchanged with MTC for CMAQ funds)
 - Uptown Transit Center, Oakland – complete construction
 - E 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – complete construction of non-Rapid elements
 - Ardenwood Park & Ride Lot – complete construction
 - Dumbarton Bridge approach HOV lane extension – start construction
 - I-580 Tri Valley Eastbound Interim HOV Lane – complete Plans, Specifications & Estimates (PS&E)
 - I-680 Smart Carpool Lane Project – Plans, Specifications & Estimates to Caltrans
 - Annual audit
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
 - CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)

- 3rd Quarter
- Agency Organizational Workshop/Retreat
 - Annual Report
 - CMA Work Plan and FY 07-08 Budget
 - Report on attainment of DBE Goals in FY 2005-06
 - 2005-06 “Mobility Monitor”
 - Countywide Bicycle Plan – annual review of status of high priority projects and network updates, as needed
 - Draft 2007-08 TFCA vehicle registration fee program
 - Begin development of 2007 Congestion Management Program
 - SMART Corridors Operations and Management – commitments for 2007-8 costs
 - Grand Ave and MacArthur SMART and Rapid Bus Corridor – start construction
 - I-880 North Safety Improvements (Fruitvale area) – environmental document/PSR/PR
 - I-880 North Safety Improvements (Fruitvale area) – begin design
 - I-580 Tri Valley Eastbound Interim HOV Lane – advertise construction contract
 - I-580/I-680 Connector – complete Project Study Report
 - I-680 Smart Carpool Lane Project – right of way certification
 - I-680 Smart Carpool Lane Project – electronic toll system project development plan
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee

- 3rd Quarter (cont'd)
- CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)
- 4th Quarter
- Annual Statements of Financial Interest
 - Final 2007-08 TFCA vehicle registration fee program
 - Solicit candidate projects for 2008 State Transportation Improvement Program (STIP)
 - Central County Freeway Study – Final Report
 - E 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor – Project close-out
 - SMART Corridors Operations and Management – second year field maintenance contract
 - I-580 Soundwalls Oakland (14th and Ardley) – complete design
 - I-580 Soundwalls San Leandro (Estudillo to 141st) – complete design
 - I-680/I-880 Cross Connector Project Study Report – draft report
 - I-580 Tri Valley Transportation Management Plan (TMP) – complete construction
 - I-580 Tri Valley Eastbound Interim HOV Lane – start construction
 - I-580 Tri Valley Corridor Improvements (ultimate project) – begin environmental documentation
 - I-580 Tri Valley High Occupancy Toll (HOT) Lane supplemental Project Study Report
 - I-680 Smart Carpool Lane Project – ready to list for construction bids
 - I-680 Smart Carpool Lane Project – begin electronic toll system software design and procurement
 - Quarterly budget review
 - LBE, SBE and DBE Programs – quarterly reports to Administration & Legislation Committee
 - CMA Exchange Program Administration and Oversight
 - Project monitoring, reporting, oversight, and control (STIP, TCRP, ACTIA, TFCA, RM2, federally funded and CMA sponsored projects)

Milestones will be determined based on work by others or as part of CMA work program:

- Projects for federal funding programs (timing based on MTC)
- Dynamic ridesharing pilot program – next steps
- I-580/I-680 Connector – environmental document
- Northbound I-680 HOV lane

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
WORK PROGRAM
Fiscal Year 2006-2007

Administration

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 1. CMA Work Plans and Budgets | |
| • Draft CMA Work Plan and FY 07-08 Budget | 3 rd Quarter |
| • Final CMA Work Plan and FY 07-08 Budget | 3 rd Quarter |
| • Revise/ Amend Annual Work Plan/Budget | Quarterly Review |
| 2. Legislation/ Advocacy | |
| • 2007 Legislative Program | 2 nd Quarter |
| • Analysis of Legislation | Ongoing |
| • Provide cities, County and transit operators with information on legislation | Ongoing |
| • Participate in statewide and region-wide CMA forums | Ongoing |
| • Public Outreach | |
| > CMA Newsletter | Monthly |
| > 2005-06 "State of Transportation in Alameda County" Report | 2 nd Quarter |
| > 2005-06 Mobility Monitor | 3 rd Quarter |
| > Other project specific newsletters | As required |
| 3. CMA Board & Committees/ ACTAC | |
| • General Support | Ongoing |
| • Annual Statements of Financial Interest | 4 th Quarter |
| • Agency organizational workshop/retreat | 3 rd Quarter |
| 4. Management Systems | |
| • Contract Administration, Accounting, etc. | Ongoing |
| • Office management | Ongoing |
| • Website maintenance and updates | Ongoing |
| • Funds Management | Ongoing |
| • Personnel and Benefits management | Ongoing |
| • Progress reports to MTC, ACTIA, RM2, BAAQMD, State and Feds pursuant to funding contract | Quarterly |
| • Financial Reports | Monthly |
| • Annual Audit | 2 nd Quarter |
| • Report on attainment of DBE goals in FY 2005-06 | 3 rd Quarter |
| • Report on DBE, LBE and SBE programs to Administration & Legislation Committee | Quarterly |
| • Contractor/ consultant Outreach | Ongoing |
| • Project monitoring, reporting, oversight and control (STIP, ACTIA, TFCA, TCRP, RM2, federally funded projects and CMA sponsored projects) | Quarterly |
| • CMA Exchange Program administration & oversight | Ongoing/
Quarterly Reports |

5. Service/Reporting
 - Annual Report
6. Legal Services

3rd Quarter

Ongoing

Congestion Management Program

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 1. Transportation Network and Roadway Service Standards | |
| • Roadway Level of Service (LOS) Monitoring | Spring 2006 |
| • Final LOS Report | 1 st Quarter |
| • Assist in the continued refinement of MTC's Metropolitan Transportation System | As needed |
| 2. Performance Element | |
| • Annual performance reports | |
| > 2005-06 "State of Transportation in Alameda County" report | 2 nd Quarter |
| > 2005-06 Mobility Monitor | 3 rd Quarter |
| 3. Trip Reduction Program | |
| • Annual Monitoring | 2 nd Quarter |
| • Implementation of Guaranteed Ride Home Program | Ongoing |
| 4. Land Use Impacts Program | |
| • Annual Monitoring | 2 nd Quarter |
| • Transportation – Land Use Connection, <i>T-Plus</i> , based on MTC approved work program: | |
| > Coordinate MTC Resolution 3434 Transit Oriented Development (TOD) policies with affected jurisdictions | Ongoing |
| > Monitor progress of TOD projects identified in Countywide Transportation Plan | Ongoing |
| > Provide implementation assistance for TOD projects identified in Countywide Transportation Plan | Ongoing |
| > Incorporate ABAG's Projections 2007 into CMA travel model | Early 2008 |
| > Develop 'Best Practices' for TOD in Alameda County | 1 st Quarter |
| > Coordinate Housing Needs Determination Methodology in consultation with ABAG and local jurisdictions | 1 st Quarter |
| > Countywide Traffic Impact Fee Reevaluation (CMA conducted an evaluation in the early 90s; MTC has requested this matter be reevaluated as part of its T-Plus contract with the CMAs) – Final Report | 2 nd Quarter |
| > Provide support for TLC/HIP Program | On-going |
| • Coordination of land use/transportation impacts among two or more CMAs | Ongoing |
| • Review of General Plan Amendments/large projects and associated environmental documents | As necessary |

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 5. Capital Improvement Program | |
| <ul style="list-style-type: none"> • Participate in the development of MTC funding policies, including refining criteria, identifying and ranking projects, soliciting project proposals and developing a capital improvement program <ul style="list-style-type: none"> > Solicit candidate projects for 2008 STIP > Draft 2008 STIP list > Final 2008 STIP list to MTC (include in CMP) > MTC Action on 2008 Regional Transportation Improvement Program (RTIP) > 2008 State Transportation Improvement Program (STIP) Adoption by CTC > Solicit projects for federal funding programs > Amend CMP, as needed, to incorporate federally funded projects • Project Monitoring | 4 th Quarter
Summer 2007
Fall 2007

December 2007

March 2008
tbd

tbd
Ongoing |
| 6. Travel Modeling | |
| <ul style="list-style-type: none"> • Countywide model Updates <ul style="list-style-type: none"> > Begin development of new travel model in response to 2000 Census, consistent with MTC regional model > Complete development of travel model and Final Report • Land Use Data Base Updates: The Land Use Data base will require updating following each revision of the regional data base by ABAG. <ul style="list-style-type: none"> > Revise CMA land use database to recognize ABAG Projections 2007 | Spring 2005

1 st Quarter

Early 2008 |
| 7. Conformance Findings/Deficiency Plans | |
| <ul style="list-style-type: none"> • Update CMP Conformance guidelines • Conformance of cities/county with CMP • Review of Deficiency Plans • Environmental Review | As necessary
2 nd Quarter
2 nd Quarter
Ongoing |
| 8. Updates of the CMP | |
| <ul style="list-style-type: none"> • Begin development of 2007 CMP • Release draft 2007 CMP • Final 2007 CMP | 3 rd Quarter
Summer 2007
Fall 2007 |

Countywide Transportation Plan

1. Plan Implementation
 - Coordination of Plan with MTC's Regional Transportation Plan Ongoing
 - Coordination with Contra Costa, Santa Clara and San Joaquin counties Ongoing
2. Updates

Next update of the CWTP will occur in 2008
3. Corridor/Special Studies
 - San Pablo Avenue Corridor
 - > Follow-up actions as needed Ongoing
 - Countywide Bicycle Plan (TDA and Measure B funded)
 - > Complete Plan Update Spring 2006
 - > Annual review of status of high priority projects and network updates as needed 3rd Quarter
 - Tri-Valley Triangle Analysis (CMA TIP funded)
 - > Begin Analysis January 2005
 - > Final Report Spring 2006
 - Community Based Transportation Plans (MTC funded)
 - > West Oakland Plan
 - Final Report Spring 2006
 - > East Oakland Plan
 - Begin development of plan Spring 2006
 - Final Report 2nd Quarter
 - > Berkeley Plan
 - Begin development of plan Spring 2006
 - Final Report 2nd Quarter
 - Central County Freeway Study
 - > Begin Study 1st Quarter
 - > Alternatives Analysis 4th Quarter
 - > Draft Report Summer 2007
 - > Final Report Fall 2007
4. Coordination
 - Coordination with studies and programs by others (e.g., AC Transit's BRT Study and EIR, VTA's South Bay extension studies and environmental, BART's WSX environmental, BART's Oakland Airport Connector project) Ongoing
 - Participate in Air Quality Conformity Matters Ongoing

Funding Programs

1. Surface Transportation Program / Congestion Mitigation & Air Quality Program
 - Federal funding programs (local streets & roads rehab, bike/ped, TLC, Lifeline Transportation, etc.)
 - > Participate in the development of MTC funding policies, including criteria Ongoing
 - > Review/revise project application guidelines, as needed tbd
 - > Solicit projects for federal funding program tbd
 - > Rank and select projects for programs tbd
 - > Amend CMP, as needed, to incorporate projects tbd
 - At Risk Reports Quarterly
2. State Transportation Improvement Program (STIP)
 - Participate in the development of funding policies, including refining criteria Ongoing
 - Develop and adopt CMA programming policies for 2008 STIP 4th Quarter
 - Solicit candidate projects for 2008 STIP 4th Quarter
 - Draft 2008 STIP list Summer 2007
 - Final 2008 STIP list to MTC; include in CMP Fall 2007
 - MTC Action on 2008 Regional Transportation Improvement Program (RTIP) December 2007
 - CTC action on 2008 State Transportation Improvement Program (STIP) March 2008
 - At Risk Reports Quarterly
3. CMA Exchange Program and Transportation Improvement Program (CMA TIP)
 - CMA Board adopts revised program As needed
 - Agreements with exchange program sponsors Ongoing as needed
 - Agreements with CMA TIP project sponsors Ongoing as needed
 - Project Monitoring and Administration of CMA TIP Ongoing
 - Program status reports Quarterly
4. Transportation Fund for Clean Air (TFCA) Vehicle Registration Fee Program
 - Program Administration
 - > Revise guidelines, as appropriate 2nd Quarter
 - > Solicit candidate projects for FY 07-08 Program 3rd Quarter
 - > Prepare draft program for CMA Board consideration 3rd Quarter
 - > Final FY 07-08 program 4th Quarter
 - Program Implementation
 - > At Risk Reports Quarterly
 - > Keep necessary records including audit trail Ongoing
 - > Report to Air District 2nd Quarter

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| <ul style="list-style-type: none"> > Audits by Air District • TFCA Exchange Funds (TFCA funding exchanged with MTC for CMAQ funds) <ul style="list-style-type: none"> > Call for projects > Exchange Fund program of projects | <p>tbd</p> <p>Spring 2006
2nd Quarter</p> |
| <p>5. Project Assistance</p> | |
| <ul style="list-style-type: none"> • Provide cities, County and transit operators with information on federal, state and regional funding programs | Ongoing |
| <ul style="list-style-type: none"> • Assist with applications, follow-up and advocacy consistent with CMA policy | Ongoing |
| <ul style="list-style-type: none"> • Work with TCRP implementing agencies to deliver projects where CMA is the applicant agency | Ongoing |

Project Implementation

1. E. 14th/Int'l Blvd/Broadway/Telegraph SMART and Rapid Bus Corridor (all costs reimbursed through grants – RM 2, CMA Exchange Program, TFCA, etc)
 - Complete construction of Rapid Bus elements
 - Complete construction of non-Rapid elements
 - Project close-out

June 2006
2nd Quarter
4th Quarter
2. Uptown Transit Center, Oakland (funded by AC Transit)
 - Award construction contract
 - Start construction
 - Complete construction

Spring 2006
Spring 2006
2nd Quarter
3. SMART Corridors: Grand Ave and MacArthur Corridor (all costs reimbursed through grants – RM 2 and TFCA)
 - Complete systems engineering
 - Start design
 - Complete design
 - Start construction
 - Complete construction

December 2005
Spring 2006
1st Quarter
3rd Quarter
Summer 2007
4. SMART Corridors Operations and Management
 - Concept for funding ongoing O&M Costs
 - Commitments for FY 2006-7 O&M Costs
 - Initial field maintenance contract
 - Commitments for FY 2007-8 O&M Costs
 - Second year field maintenance contract
 - Operations, maintenance and management
 - Strategy for capital investment to reduce O&M costs

Spring 2005
Winter 2006
Spring 2006
3rd Quarter
4th Quarter
Ongoing
1st Quarter
5. I-880 North Safety Improvements - Fruitvale Area Improvements (RM 2 funded)
 - Environmental document/PSR/PR
 - Begin Design
 - Complete design

3rd Quarter
3rd Quarter
Summer 2008
6. I-580 Soundwalls
 - Oakland soundwall (14th and Ardley)
 - > Begin Design
 - > Complete design
 - > Start Construction (pending funding)
 - San Leandro soundwall (Estudillo to 141st)
 - > Begin Design
 - > Complete design
 - > Award Construction contract (funds programmed in FY 2007-8)

Spring 2006
4th Quarter
tbd

Spring 2006
4th Quarter

Fall 2007

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| 7. Ardenwood Park & Ride Lot (RM 2 funded) | |
| <ul style="list-style-type: none"> • Complete PS&E • Start Construction • Complete construction | Spring 2006
1 st Quarter
2 nd Quarter |
| 8. Dumbarton Bridge Approach HOV Lane Extension (RM 2 funded) | |
| <ul style="list-style-type: none"> • Complete PS&E • Start Construction • Complete construction | 1 st Quarter
2 nd Quarter
Fall 2006 |
| 9. I-680/I-880 Cross Connector (Measure B funded) | |
| <ul style="list-style-type: none"> • Begin Project Study Report (PSR) • Draft PSR • Final PSR | Spring 2006
4 th Quarter
Summer 2007 |
| 10. I-580 Tri Valley Transportation Management Plan (TMP)
– strategies for handling impacts during construction
(TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Award construction contract • Complete construction | 1 st Quarter
4 th Quarter |
| 11. I-580 Tri Valley Eastbound Interim HOV Lane (TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Environmental document complete • Plans, Specifications & Estimates complete • Advertise construction contract • Start construction • Complete construction | 1 st Quarter
2 nd Quarter
3 rd Quarter
4 th Quarter
Spring 2009 |
| 12. I-580 Tri Valley Right of Way Protection for BART (TCRP and RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin environmental documentation • Final Environmental Document • Begin right of way acquisition • Complete right of way acquisition | 1 st Quarter
Fall 2007
2008
2009 |
| 13. I-580/I-680 Connector (RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin Project Study Report (PSR) – in cooperation with Caltrans • Complete PSR • Initiate Environmental Document • Final Environmental Document | Fall 2005
3 rd Quarter
tbd
tbd |
| 14. I-580 Tri Valley Corridor Improvements (Westbound HOV, EB ultimate, etc. – RM 2 funded) | |
| <ul style="list-style-type: none"> • Begin environmental documentation • Complete environmental documentation | 4 th Quarter
2009 |

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| 15. I-580 High Occupancy Toll Lane (Livermore Valley) | |
| • Begin supplemental PSR including public outreach | April 2006 |
| • Complete HOT lane PSR | 4 th Quarter |
| 16. I-680 HOV Lane Project (costs reimbursed through grants – STIP, federal and CMA TIP) – STIP funding availability could impact schedule for this project | |
| • Southbound Project | |
| > HOV Lane design complete (by Caltrans) | FY 2006-07 |
| > Start construction | Winter 2007 |
| > Construction Complete | 2009 |
| • Northbound Project | |
| > Environmental Documentation (by Caltrans) | Fall 2005 |
| > Implementation Strategy | tbd |
| > Begin Construction | tbd |
| > Construction Complete | tbd |
| 17. I-680 SMART Carpool Lane Demonstration Project (Measure B, federal grant, and CMA TIP) – schedule depends of availability of STIP funding for underlying carpool lane project | |
| • Plans, Specifications and Estimates (PS&E) | |
| > PS&E to Caltrans | 2 nd Quarter |
| > Right of way certification | 3 rd Quarter |
| > Ready to list for construction | 4 th Quarter |
| > Begin construction | Winter 2007 |
| > Complete construction | Winter 2009 |
| • Electronic Toll System | |
| > Project development plan | 3 rd Quarter |
| > Software design, equipment procurement and installation | |
| -- Begin work | 4 th Quarter |
| -- Complete design, procurement and installation | Fall 2009 |
| > First year maintenance of hardware and software | 2010 |
| • Outreach and Marketing | |
| > Stakeholders interviews and public opinion poll | 1 st Quarter |
| > Meetings with stakeholders task force | Ongoing |
| > Develop and implement marketing program | Winter 2008 |
| 18. Dynamic Ridesharing Pilot Program (Federal grant) | |
| • Complete pilot program | June 2006 |
| • Final Report | 1 st Quarter |
| • Next steps | tbd |
| 19. TravelChoice Program (TFCA and CMA funded) | |
| • Begin pilot | January 2006 |
| • Complete pilot program and final report | October 2007 |

20. Altamont Commuter Express (Measure B)

- Staff support and administration

Ongoing

Alameda County Congestion Management Agency
Principles for State Legislation regarding Highway Toll Facilities
DRAFT
3-13-06

The following principles will guide the Alameda County CMA's advocacy associated with State legislation pertaining to highway toll facilities other than State-owned toll bridges. Toll facilities could include toll roads, high occupancy toll (HOT) lanes, and other forms of pricing access to highway facilities. These principles are in part based on the results of the CMA's polling and focus groups conducted as part of the I-680 Smart Carpool Lane pilot project. This work found that the largest factor affecting public support for the project was the knowledge that net revenues would be reinvested in the tolled corridor in the form of improvements and services.

1. Toll facilities in California should be publicly owned, with a public entity retaining control even if the facility is privately financed and/or operated under contract.
2. Public-private partnerships for the financing of toll facilities should be encouraged.
3. Net revenues from toll facilities must benefit the users of the facility and remain in the corridor in which the facility operates.
4. Authorizing legislation should permit net revenues to be used on a wide array of corridor improvements and services.
5. To provide users and the public with confidence that net revenues will be used for improved facilities and services in the corridor, an oversight board composed of representatives of the affected jurisdictions is essential.
6. Any new legislation authorizing toll facilities must not interfere with or supersede the existing authority for pilot projects currently in State law.

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CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

ASSEMBLY BILL

No. 2444

Introduced by Assembly Member Klehs

February 23, 2006

An act to add Chapter 2.66 (commencing with Section 65089.20) and Chapter 2.67 (commencing with Section 65089.30) to Division 1 of Title 7 of the Government Code, and to add Sections 9250.3 and 9250.4 to the Vehicle Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2444, as introduced, Klehs. Congestion management and motor vehicle environmental mitigation fees.

Existing law provides for the imposition by air districts and other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize the congestion management agencies in the 9 Bay Area counties, by a $\frac{2}{3}$ vote of all of the members of the governing board, to impose an annual fee of up to \$5 on motor vehicles registered within those counties for a program for the management of traffic congestion. The bill would require a program with performance measures and a budget to be adopted before the fee may be imposed. The bill would require the agency to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the net revenues, after deduction of specified costs, to the agency. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the

owners of motor vehicles paying the fee, and would require the agency to make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

This bill would also authorize the Metropolitan Transportation Commission, which is the regional transportation planning agency for the 9-county Bay Area, to impose an annual fee of up to \$5 on motor vehicles registered with its jurisdiction for programs that mitigate the impacts of motor vehicles on the environment, including, but not limited to, storm water runoff mitigation projects, water quality improvement projects, and air quality improvement projects. The bill would require a program with performance measures and a budget to be adopted by the Bay Area Air Quality Management District and the California Regional Water Quality Control Board for the San Francisco Bay Region before the fee may be imposed, and would require the fee to be adopted by a $\frac{2}{3}$ vote of all of the commissioners. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and to distribute the net revenues, after deduction of specified costs, to the Bay Area Air Quality Management District and to the California Regional Water Quality Control Board for the San Francisco Bay Region based on a specified formula. The bill would require the recipient agencies to have an independent audit performed on the program and to submit a report to the Legislature on the program by July 1, 2011. The bill would require that the fees collected may only be used to pay for programs bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the commission make a specified finding of fact in that regard by a $\frac{2}{3}$ vote.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Chapter 2.66 (commencing with Section
- 2 65089.20) is added to Division 1 of Title 7 of the Government
- 3 Code, to read:

1 CHAPTER 2.66. MANAGEMENT OF TRAFFIC CONGESTION IN
2 THE BAY AREA
3

4 65089.20. (a) As used in this chapter, "county transportation
5 agency" means an agency designated pursuant to Section 66531
6 to develop the county transportation plan.

7 (b) A county transportation agency may impose a fee of up to
8 five dollars (\$5) on motor vehicles registered within the county if
9 the board of the county transportation agency adopts a resolution
10 providing for both the fee and a corresponding program for the
11 management of traffic congestion as set forth in Sections
12 65089.21 to 65089.24, inclusive. Adoption by the board requires
13 a vote of approval by two-thirds of all the members of the board.

14 (c) A fee imposed pursuant to this section shall not become
15 operative until six months after the effective date of this section
16 and pursuant to the resolution adopted by the board in
17 subdivision (b).

18 (d) A county transportation agency may adopt a resolution by
19 a majority vote of the board to cease collection of the fee
20 commencing on a date determined by the county transportation
21 agency in consultation with the Department of Motor Vehicles.

22 65089.21. (a) The net revenues from the fee distributed to the
23 county transportation agency pursuant to Section 9250.3 of the
24 Vehicle Code shall be used for purposes of congestion
25 management consistent with the objectives of Section 65089.

26 (b) (1) The revenues may be used to pay for programs with a
27 relationship or benefit to the owners of motor vehicles that are
28 paying the fee. However, the revenues may not be used for the
29 purposes of new road construction.

30 (2) Prior to imposing the fee, the board of the county
31 transportation agency shall make a finding of fact by two-thirds
32 of all the members of the board of that county transportation
33 agency that those programs bear a relationship or benefit to the
34 motor vehicles that will pay the fee.

35 (c) The purpose of the congestion management program is to
36 address motor vehicle congestion.

37 (d) Not more than 5 percent of the fees distributed to the
38 county transportation agency shall be used by the agency for its
39 administrative costs associated with the program.

1 65089.22. Prior to the imposition of the fee by the county
2 transportation agency, a specific program with performance
3 measures and a budget shall first be developed and adopted by
4 the county transportation agency at a noticed public hearing.

5 65089.23. The county transportation agency shall have an
6 independent audit performed on the specific program adopted
7 pursuant to Section 65089.22 with the review and report
8 provided to the board at a noticed public hearing.

9 65089.24. The county transportation agency shall provide a
10 report to the Legislature on the specific program adopted
11 pursuant to Section 65089.22 by July 1, 2011.

12 SEC. 2. Chapter 2.67 (commencing with Section 65089.30) is
13 added to Division 1 of Title 7 of the Government Code, to read:

14
15 CHAPTER 2.67. ENVIRONMENTAL MITIGATION OF MOTOR
16 VEHICLES IN THE BAY AREA
17

18 65089.30. (a) As used in this chapter, "commission" means
19 the Metropolitan Transportation Commission.

20 (b) The commission may impose a fee of up to five dollars
21 (\$5) on motor vehicles registered within the counties in its
22 jurisdiction if the commissioners adopt a resolution providing for
23 both the fee and a corresponding program for the mitigation of
24 the impacts of motor vehicles on the environment submitted to
25 the commission as set forth in Sections 65089.31 to 65089.34,
26 inclusive. Adoption by the commission requires a vote of
27 approval of two-thirds of all the commissioners.

28 (c) A fee imposed pursuant to this section shall not become
29 operative until six months after the effective date of this section
30 and pursuant to the resolution adopted by the commission in
31 subdivision (b).

32 (d) The commission may adopt a resolution by majority vote
33 to cease collection of the fee commencing on a date determined
34 by the commission in consultation with the Department of Motor
35 Vehicles.

36 65089.31. (a) The net revenues available pursuant to Section
37 9250.4 of the Vehicle Code shall be distributed as follows:

38 (1) Fifty percent to the Bay Area Air Quality Management
39 District. Of these revenues, 50 percent shall be expended on

1 projects in the county of origin, as determined by the district, and
2 50 percent shall be expended on regional projects.

3 (2) Fifty percent to the California Regional Water Quality
4 Control Board for the San Francisco Bay Region. Of these
5 revenues, 50 percent shall be expended on projects in the county
6 of origin, as determined by the board, and 50 percent shall be
7 expended on regional projects.

8 (b) (1) The revenues may be used to pay for programs that
9 mitigate the impacts of motor vehicles on the environment,
10 including, but not limited to, storm water runoff mitigation
11 projects, water quality improvement projects, and air quality
12 improvement projects. The programs shall have a relationship or
13 benefit to the owners of motor vehicles that are paying the fee.

14 (2) Prior to the imposition of the fee, the commission shall
15 make a finding of fact by a two-thirds vote of all of the
16 commissioners that those programs bear a relationship or benefit
17 to the motor vehicles that will pay the fee.

18 65089.32. Prior to the imposition of the fee by the
19 commission, a specific program with performance measures and
20 a budget shall first be developed and adopted by the Bay Area
21 Air Quality Management District and the California Regional
22 Water Quality Control Board for the San Francisco Bay Region
23 for the anticipated revenues each agency is expected to receive
24 pursuant to Section 65089.31. The adoption shall occur at a
25 noticed public hearing of each agency. Each agency shall submit
26 the program and budget to the commission.

27 65089.33. The Bay Area Air Quality Management District
28 and the California Regional Water Quality Control Board for the
29 San Francisco Bay Region shall have an independent audit
30 performed on the specific program adopted pursuant to Section
31 65089.32 with the review and report provided to each agency at a
32 noticed public hearing.

33 65089.34. The Bay Area Air Quality Management District
34 and the California Regional Water Quality Control Board for the
35 San Francisco Bay Region shall provide a report to the
36 Legislature on the specific program adopted pursuant to Section
37 65089.32 by July 1, 2011.

38 SEC. 3. Section 9250.3 is added to the Vehicle Code, to read:

39 9250.3. (a) The department shall, if requested by a county
40 transportation agency, collect the fee imposed pursuant to

1 Section 65089.20 of the Government Code upon the registration
2 or renewal of registration of any motor vehicle registered in the
3 county, except those vehicles that are expressly exempted under
4 this code from the payment of registration fees.

5 (b) A county transportation agency shall pay for the initial
6 setup and programming costs identified by the Department of
7 Motor Vehicles through a direct contract with the department.
8 Any direct contract payment by the county transportation agency
9 shall be repaid, with no restriction on the funds, to the county
10 transportation agency as part of the initial revenues distributed.
11 Regular Department of Motor Vehicles collection costs shall be
12 in accordance with subdivision (c). These costs shall not be
13 counted against the 5-percent administration cost limit specified
14 in subdivision (d) of Section 65089.21.

15 (c) After deducting all costs incurred pursuant to this section,
16 the department shall distribute the net revenues to the county
17 transportation agency.

18 (d) As used in this section, "county transportation agency" has
19 the same meaning as in subdivision (a) of Section 65089.20 of
20 the Government Code.

21 SEC. 4. Section 9250.4 is added to the Vehicle Code, to read:

22 9250.4. (a) The department shall, if requested by the
23 Metropolitan Transportation Commission, collect the fee
24 imposed pursuant to Section 65089.30 of the Government Code
25 upon the registration or renewal of registration of any motor
26 vehicle registered in a county within the jurisdiction of the
27 commission, except those vehicles that are expressly exempted
28 under this code from the payment of registration fees.

29 (b) The commission shall pay for the initial setup and
30 programming costs identified by the Department of Motor
31 Vehicles through a direct contract with the department. Any
32 direct contract payment by the commission shall be repaid, with
33 no restriction on the funds, to the commission as part of the
34 initial revenues available for distribution. Regular Department of
35 Motor Vehicles collection costs shall be in accordance with
36 subdivision (c).

- 1 (c) After deducting all costs incurred pursuant to this section,
- 2 the department shall distribute the net revenues pursuant to
- 3 subdivision (a) of Section 65089.31 of the Government Code.

O

Introduced by Senator SimitianFebruary 24, 2006

An act to add Section 9250.6 to the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1611, as introduced, Simitian. Congestion management fees.

Existing law provides for creation of congestion management agencies in various counties with specified powers and duties relative to management of transportation congestion. Existing law provides for the imposition by air districts and certain other local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles.

This bill would authorize a congestion management agency to impose an annual fee of up to \$20 on each motor vehicle registered within the county for transportation projects and programs with a relationship or benefit to the persons paying the fee. The bill would require a specific transportation program with performance measures and a budget to be adopted before the fee is imposed. The bill would require the resolution imposing the fee to incorporate the specific transportation program to be funded by the fee and specified findings of fact. The bill would require the resolution to be adopted by a 2/3 vote of the governing board. The bill would require the agency to have an independent audit conducted annually on the program and to provide a specified report to the Legislature. The bill would require the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds, after deduction of specified administrative costs, to the agency, and would enact other related provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 9250.6 is added to the Vehicle Code, to
2 read:
- 3 9250.6. (a) A county congestion management agency created
4 pursuant to Chapter 2.6 (commencing with Section 65088) of
5 Division 1 of Title 7 of the Government Code may, impose an
6 annual fee of up to twenty dollars (\$20) on each motor vehicle
7 registered in the county, with the net revenues to be used for
8 transportation-related programs that have a relationship or benefit
9 to the persons that pay the fee, including the provision of
10 required matching funds for funding made available for
11 transportation from state general obligation bonds. The agency
12 may impose the fee only if the governing board adopts a
13 resolution providing both for the fee and the specific
14 transportation program in subdivision (b). The resolution shall
15 also contain a finding of fact that the projects and programs to be
16 funded by the fee have a relationship or benefit to the persons
17 who will be paying the fee. Adoption of the fee, the program, and
18 the finding of fact shall all require a two-thirds vote of the
19 governing board at a noticed public hearing.
- 20 (b) Prior to imposition of the fee, the governing board shall
21 adopt a specific program for expenditure of fee revenues, with
22 performance measures and a budget. The program shall be
23 adopted by the governing board at a noticed public hearing.
- 24 (c) The congestion management agency shall arrange for an
25 independent audit to be conducted annually on the specific
26 program adopted pursuant to subdivision (b), with the auditor's
27 review and report to be provided annually to the governing board
28 at a noticed public hearing.
- 29 (d) The congestion management agency shall provide a report
30 to the Legislature on the specific program adopted pursuant to
31 subdivision (b). The report shall include, but need not be limited
32 to, an evaluation of the impact and performance improvements
33 funded by the fee and the cost effectiveness of the program.
- 34 (e) The department shall, if requested by a congestion
35 management agency, collect the fee imposed pursuant to this

1 section upon the registration or renewal of registration of any
2 motor vehicle registered in the county, except those vehicles that
3 are expressly exempt under this code from the payment of
4 registration fees. The agency shall pay for the initial setup and
5 programming costs identified by the department through a direct
6 contract with the department. Any direct contract payment shall
7 be repaid, with no restriction on the use of funds, to the agency as
8 part of the initial net revenues distributed. After deducting all
9 nonreimbursed costs incurred by the department pursuant to this
10 section, the department shall distribute the net revenues to the
11 agency.

O



SAN JOAQUIN
REGIONAL
RAIL COMMISSION

March 23 2006
Agenda Item 9.0

March 7, 2006

RECEIVED
MAR 09 2006

BY: _____

Mr. Michael Burns
Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

Mr. Dennis Fay
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

SUBJECT: Draft Baseline ACE Service Plan for Fiscal Year 2006/2007

Dear Gentlemen:

Attached is the Draft Baseline ACE Service Plan for fiscal year 2006/2007 for your review and comment. Please provide any input you have by March 24, 2006. I am available to present the Draft Plan before the ACCMA Board for discussion and public comment. For the Santa Clara area, my staff will work with VTA staff to assemble an ad hoc group of interested transportation advocates from the region to provide input on the types of service improvements and enhancements to explore in the upcoming year.

Should you have any questions regarding the Plan or contribution request, please don't hesitate to contact me at (209) 944-6221.

Sincerely,


Stacey Mortensen
Executive Director

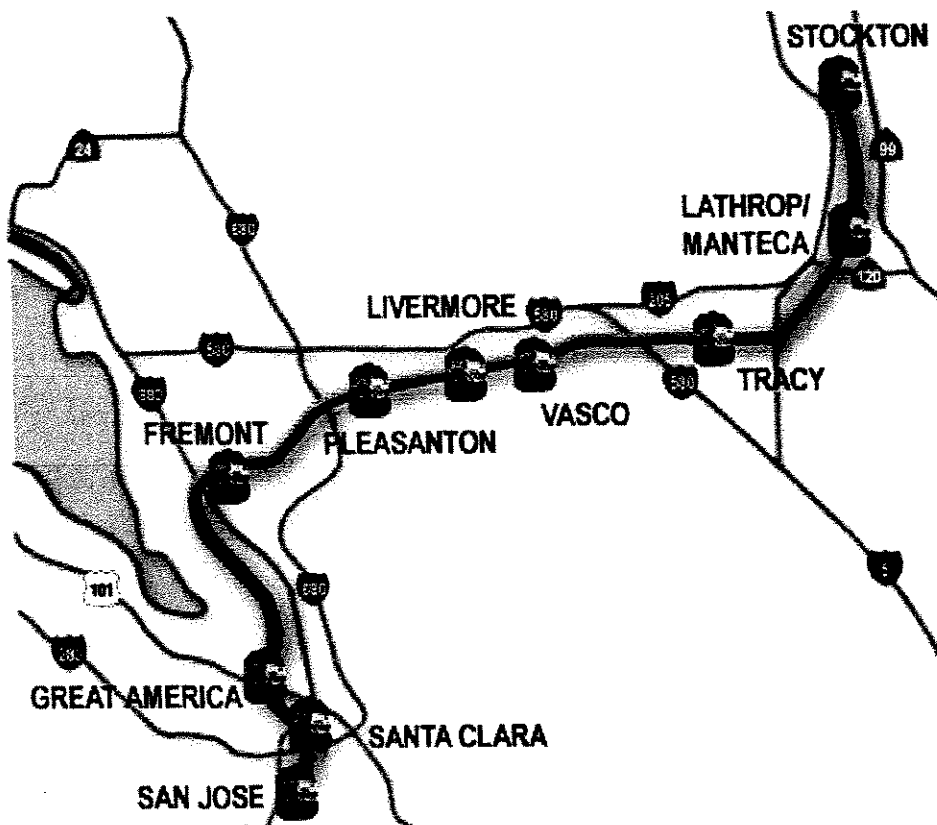
c: Jim Unites, VTA
Jim Lawson, VTA
Matt Todd, ACCMA
Brian Schmidt, SJRRC

Attachments

ALTAMONT COMMUTER EXPRESS BASELINE SERVICE PLAN FISCAL YEAR 2006/2007

Train Service – ACE operates 3 roundtrip weekday trains between Stockton and San Jose with departure and arrival times that service the Central Valley, the Tri Valley and the Silicon Valley.

Service Corridor – ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains will service 9 stations in the San Joaquin, Alameda, and Santa Clara Counties.



<u>San Joaquin County</u>	<u>Alameda County</u>	<u>Santa Clara County</u>
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara - Suspended
Tracy	Pleasanton	San Jose
	Fremont	

Train Schedule

MORNING WESTBOUND

STOCKTON – SAN JOSE

STATIONS	ACE 01	ACE 03	ACE 05	BUS 3911
Stockton – ACE	4:20 am	5:35 am	6:40 am	9:05 am
Lathrop/Manteca – ACE	4:38 am	5:53 am	6:58 am	9:25 am
Tracy – ACE	4:52 am	6:07 am	7:12 am	A
Vasco – ACE	5:22 am	6:37 am	7:42 am	10:00 am
Livermore – Transit Center	5:27 am	6:42 am	7:47 am	10:10 am
Pleasanton – ACE	5:35 am	6:50 am	7:55 am	10:30 am
Fremont-Centerville	5:57 am	7:12 am	8:17 am	A
Great America	6:16 am	7:31 am	8:36 am	11:00 am
Santa Clara – Caltrain (See Note)	Suspended	Suspended	Suspended	11:15 am
San Jose Diridon	6:30 am	7:50 am	8:50 am	11:25 am

EVENING EASTBOUND

SAN JOSE – STOCKTON

STATIONS	ACE 02	ACE 04	ACE 06	Bus 3910
San Jose Diridon	3:35 pm	4:35 pm	5:35 pm	6:25 pm
Santa Clara – Caltrain (See Note)	Suspended	Suspended	Suspended	6:35 pm
Great America	3:45 pm	4:45 pm	5:45 pm	6:50 pm
Fremont-Centerville	4:03 pm	5:03 pm	6:03 pm	A
Fremont-Mission San Jose (Park N Ride)				7:15 pm
Pleasanton – ACE	4:24 pm	5:24 pm	6:24 pm	7:35 pm
Pleasanton/Dublin – BART				7:50 pm
Livermore – Transit Center	4:32 pm	5:32 pm	6:32 pm	8:05 pm
Vasco – ACE	4:37 pm	5:37 pm	6:37 pm	8:10 pm
Tracy – ACE	5:07 pm	6:07 pm	7:07 pm	8:35 pm
Lathrop-Manteca – ACE	5:21 pm	6:21 pm	7:21 pm	8:55 pm
Stockton – Amtrak				9:20 pm
Stockton – ACE	5:45 pm	6:45 pm	7:45 am	9:35 pm

A – Does not stop at these ACE Stations.

Note: Due to the Caltrain/ACE/Capital Corridor Santa Clara Station construction project at CP Coast (Downtown Santa Clara Station), trains are not able to access the Santa Clara Station until construction is complete. Construction is anticipated to be complete in December 2007. Currently Caltrain, Union Pacific, ACE, and CCJPA are working on a construction plan for the project. Currently ACE is providing a bus bridge between the Great America Station and the Downtown Santa Clara Station from the Great America Station.

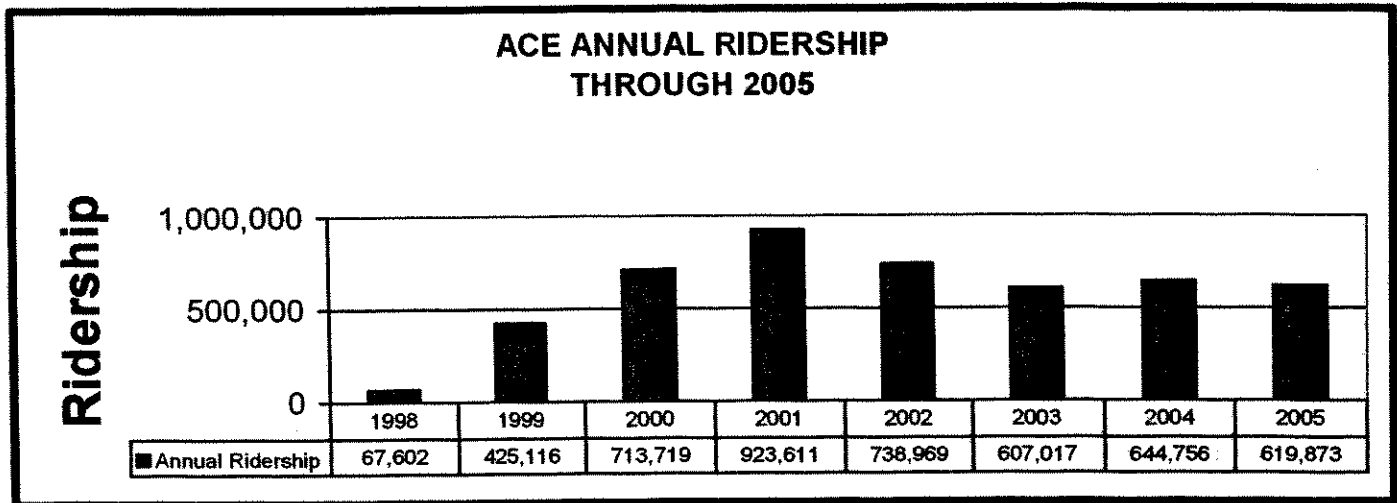
Fare Structure – The ACE Service Fare Structure prices tickets based upon the number of zones that a passenger travels through (including zone of origin). The Fare Zone Chart is shown below:

A ZONE	B ZONE	C ZONE	D ZONE	E ZONE
Stockton Lathrop/ Manteca	Tracy	Vasco Livermore Pleasanton	Fremont	Great America Santa Clara San Jose

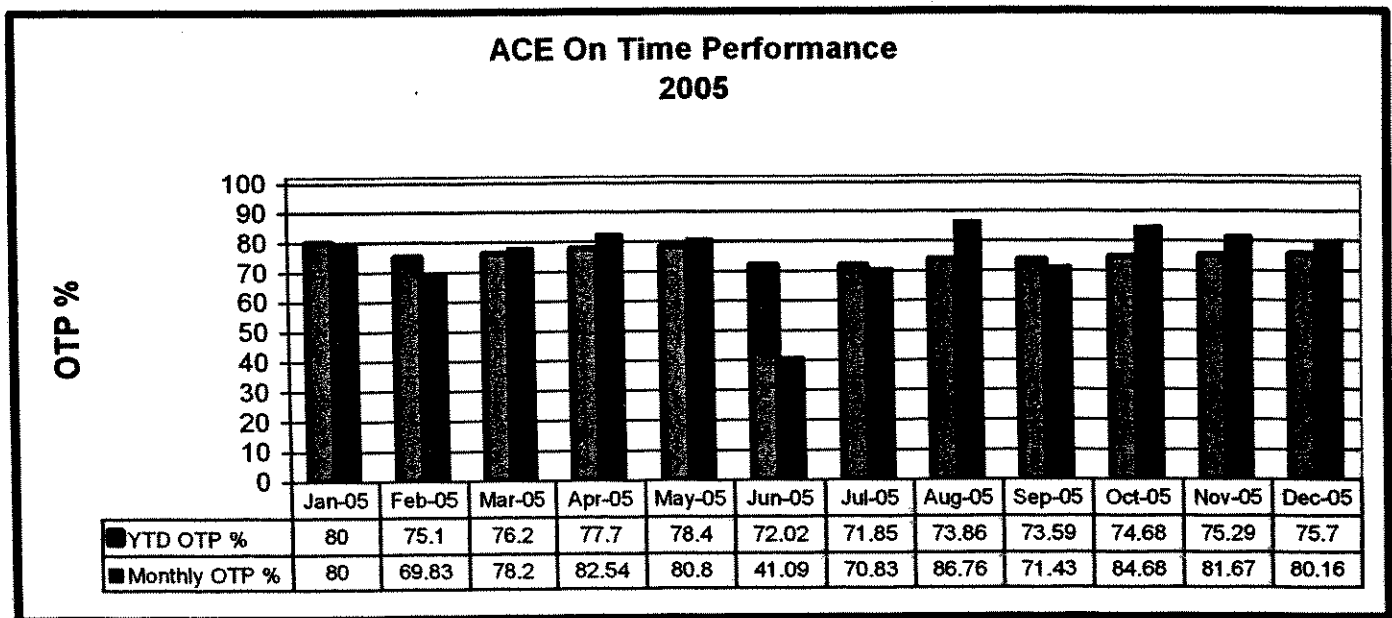
NO. OF ZONES	1	2	3	4	5
One Way	\$3.00	\$4.00	\$7.00	\$8.00	\$10.00
Round-Trip	\$4.00	\$8.00	\$11.00	\$14.00	\$18.00
20-Ride Trip	\$35.00	\$62.00	\$88.00	\$114.00	\$141.00
Monthly	\$65.00	\$113.00	\$162.00	\$210.00	\$259.00

In the February and March 2006 SJRRC Board Meetings a Fare Restructuring Program was recommended to the Board. A copy of the Board Reports is included as Attachment A.

Ridership – Total ACE Ridership for 2005 was 619,873 which was down 4% from 2004.



On-Time Performance – ACE on-time performance for 2005 was 75.7 percent which is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. This was 13 percentage points lower than 2004.



Shuttles – A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at 5 of the current stations. There are also connecting services that are offered that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station – Modesto Max provides bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton Bart, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra County Transit servicing Bishop Ranch Business Park.
- Livermore Station – Connecting service to LAVTA Transit system. (Not part of ACE operating budget)
- Fremont Station – Connecting service to AC Transit. (Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes managed and operated by the Valley Transit Authority cover 830 miles per day to various businesses in the Silicon Valley. Approximately 15 private company shuttles service the station. ((Not part of ACE operating budget)

Bus Connections – BAS provides a “Work Late Bus” through a partnership with Caltrans and Amtrak as part of the San Joaquin Intercity Rail Program. The “Work Late Bus” serves all ACE stations with the exception of Fremont/Centerville. The Fremont area is served by a stop at the Fremont Park and Ride located at I-680 and Mission Blvd. This service is subject to funding through a partnership agreement with Caltrans and Amtrak.

ACE Service Contributions – The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI (April-to-April time period), unless unusual industry factors affect the Service. The following chart shows the contributions by Fiscal Year:

	<u>FY 2003/04</u>	<u>FY 2004/05</u>	<u>FY 2005/06</u>
ACCMA	\$1,706,070	\$1,715,795	\$1,756,288
SCVTA	\$2,180,060*	\$2,402,112	\$2,458,802
	CPI Increase 2.54%	CPI Increase 0.57%	CPI Increase 2.36%

In FY 2003/04 SCVTA were unable to increase their annual contribution due to economic conditions in the Silicon Valley. The requested amount was \$2,329,333.

ACE Operations and Maintenance Contributions:

The April 2006/2007 April-April CPI is currently estimated at 3.0 percent therefore local contributions are estimated to increase 3.0 percent over the 2005/2006 Fiscal Year. The final contribution requirements will be available in May, after the publication of the April-April CPI. Listed below are the estimated FY 2006/2007 contributions:

	<u>2005/2006</u> <u>Contributions</u>			<u>Estimated</u> <u>2006/2007</u> <u>Contributions</u>
ACCMA	\$1,756,288	X	3% =	\$1,808,976
SCVTA	\$2,458,802	X	3% =	\$2,532,566

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2005/2006 was \$1,591,000. Contributions by Agencies are as follows:

VTA	\$ 785,000
CCTA	\$ 131,300
LAVTA	\$ 80,000
ACE(share)	<u>\$ 594,700</u>
Total Shuttle Budget	\$1,591,000

ACE Capital Projects:

As part of the SJRRC's efforts to provide a more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the Corridor. Thus far, the Capital program has been funded with State General Funds, Federal Section 5307 Funds, Section 5309 Funds and San Joaquin County Sales Tax Measure K revenues. Capital Projects for FY 2006/2007 with the associated funding sources are as follows:

1) Signal Upgrade Project between Stockton and Fremont - \$6,342,676.

SJCOG Region Section 5307 Funds	\$1,520,000
MTC Region Section 5309 Funds	\$1,855,324
MTC Region Section 5307 Funds	\$ 258,676
ACCMA Local Match	\$ 528,500
SJRRC Local Measure K Funds	<u>\$2,180,000</u>
	\$6,342,676

2) Real Time Messaging Signs at the Alameda County ACE Stations

MTC Region Section 5307 Funds	\$ 174,032
ACCMA Local Match	<u>\$ 43,508</u>
	\$ 217,540

Total Capital Projects for FY 2006/07

\$10.854 million

ACE Service Improvements Beyond the Baseline Service

At the February 2006 SJRCC Board Meeting the Commission gave approval to begin operation of a 4th ACE roundtrip between Stockton and San Jose to commence in the summer of 2006. This additional service is a partnership with Caltrans District 10 and Caltrans Division of Rail to provide highway mitigation for the I-205 widening project in San Joaquin County, and as a replacement for 3 current connection busses between Stockton and San Jose for Caltrans's San Joaquin train service. A copy of the staff report is included as Attachment B. This service will be completely funded through the partnership between the SJRCC, and Caltrans.

During FY 2005/2006 train security cameras and recording devices were installed in all cars and locomotives. This project was completed through funding from the Department of Homeland Security. The system will allow for recording of entrance and exit of passengers at all access points of the train. Cameras will also record from the lead of the cab car and locomotive to provide evidence and documentation of rail incidents.

Ace has contracted with GeoFocus to install a real time GPS monitoring system. This system will allow real time information and automatic messaging at stations to advise passenger of train status. ADA compliant signage and voice announcements will be provided at all ACE stations. Our Operations Center, and Customer Service Department will have a map of the corridor that will display exact train location, and speed. This information will be used for customers and Incident First Responders. This is the same system that is in use on the Capitol Corridor and the San Joaquin services.

ATTACHMENT A

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 2, 2006

STAFF REPORT

Item 6. Approve Amended ACE Fare Program in Concept, Release for 30-Day Comment Period, and Set Public Hearing for Adoption of the Amended ACE Fare Program at the March 2, 2006 Commission Meeting

Background:

The Need for Restructuring:

As The Rail Commission makes progress toward a new electronic ticketing system for the ACE Service, it is necessary to improve upon the existing fare structure, ticket purchasing options and validation methods presently employed. The current ACE Fare Program is the original system that was adopted in 1997 during the ACE demonstration phase and is inadequate to facilitate the requirements of the new automated program.

The proposed Fare Program will be targeted to go into effect sometime this spring, corresponding with the Board's approval for the kick-off of the automated ticketing program. The proposed Fare Program changes are summarized as follows:

- Restructures ACE Regular and Discounted Fares to a trip-based system
- Establishes a Surcharge for Onboard Ticket Sales
- Creates Special Group Pricing Options
- Restore Stockton as an independent zone

ACE Regular and Discounted Fares:

The primary purpose of this re-structuring is to move away from the calendar-based system toward a strictly trip-based methodology, which is consistent with the automated systems of other transit agencies. Fares will no longer be based on the daily, weekly or monthly structure, but rather will correspond to the number of trips desired (1-trip, 2-trip, 10-trip, 20-trip, 40-trip). This transition will ultimately streamline ticketing and fiscal transactions for both the passenger and the Rail Commission. The restructuring will not result in any fare increases, with the exception of the former "weekly pass" which was at an introductory price for the Internet Ticketing demonstration period.

In addition, the Discounted Fares Program for children under 12, persons with disabilities and senior citizens (65 years and greater) has been set at a fixed fare price to the nearest .25 amount. This rounding results in a higher discount than the current program, but the discount varies depending upon the zones and number of trips.

Surcharge for Onboard Ticket Sales:

ACE ticketing requirements mandate that passengers have a valid ACE ticket prior to boarding the trains. With the limited number of frequencies and the heavy passenger loads, it would be inefficient and labor intensive to encourage passenger sales onboard. However, to provide a limited onboard purchase option, one-way tickets will be available through the Fare Enforcement Officers and a fixed \$5.00 surcharge is proposed for all onboard ticket purchases.

Special Groups Pricing Options:

Part of the ACE Marketing Plan includes the promotion of special trips for groups of students, seniors, civic clubs, etc. To encourage more of this discretionary rider ship, special pricing is proposed for groups consisting of 10 or more passengers traveling together to a common destination. Additionally, school chaperones will be encouraged by allowing one chaperone to ride for free with every ten paying students.

For the non-student groups, Group Leaders may ride for free, depending upon the size and specific needs of the group. To participate in the Special Groups Pricing Options, groups will be required to purchase their tickets through the ACE Special Groups Coordinator two business days prior to their trip. Regular ACE commuter passengers will not be eligible for this special pricing.

Proposed Changes in Ticket Prices

Reinstatement of Stockton Zone:

At the November 2002 ACE Authority meeting, the Board adopted a resolution combining the Stockton and Lathrop/Manteca stations into one fare zone and set the ticket prices at the Lathrop/Manteca level. This action decreased the Stockton tickets prices to compensate for the fact that only 2 of the 3 ACE trains served the Stockton station, and that Stockton residents were driving to Lathrop/Manteca for the cheaper fares and creating overcrowding conditions in the parking lot. As a result of the schedule changes implemented this past August, which resulted in all three trains serving the Stockton station, and the recent parking expansion at the Lathrop/Manteca station, staff recommends that Stockton be reinstated as an independent zone at the prior Stockton fare levels (approximately 18 percent higher than Lathrop/Manteca). The proposed overall fare increase will not apply to the new Stockton zone.

Proposed Fare Increase:

At the December Board meeting, the Commissioners directed staff to evaluate a variety of data and recommend a potential fare increase to coincide with the restructuring of the overall ticketing program. Areas for evaluation included the following:

- The significance of escalating fuel costs and their impact on ACE operating costs
- The 5-year history of fare increases at other commuter rail agencies similar to ACE
- The Consumer Price Index changes over the last 5 years
- A report on the purchasing trends of ACE passengers as they relate to ticket types
- Feedback from passengers on the tolerance range for a fare increase

The Fuel Cost Issue:

Since the last ACE fare increase in November of 2001, fuel costs have soared by nearly 200%. Despite drastic cost saving efforts and repeated budget cuts, these sharp increases have been a significant challenge. There are no adequate industry predictors to assist in budgeting accurately for fuel expenses. However, all general predictions indicate that transit agencies will continue to struggle with securing offsetting revenues to keep pace with the fuel costs.

History of Fare Increase for other Commuter Rail Agencies:

Staff examined the patterns of ten Commuter Rail Agencies throughout the United States. Five of the ten are located on the west coast and include: MetroLink, Coaster, CalTrain, Capital Corridor and Sounder. Over the past 5 years since the last ACE fare increase, these ten agencies have increased their fares by an average of 15.2%. The five west coast rail agencies alone averaged a slightly lower fare increase of 12.3% over the same period. The vast majority of these agencies chose moderate annual fare increases of 3-5% annually versus significant increases imposed at one time.

The majority of these commuter rail agencies utilized local Consumer Price Indexes (CPI) to factor their annual fare increases. The CPI applicable to the ACE service for the same four-year period has been a cumulative 7.5%.

Passenger Buying Trends:

Over the past five years there has been very little change in the purchasing trends of ACE passengers and their choice of ticket types. Generally, passengers choose to purchase 20 trip tickets over monthly passes by a 3 to 1 ratio. In fiscal year 2004-2005, 20 trip tickets accounted for 35% of ticket sales, followed by round trips with 29%, one ways with 24%, monthly passes made up 11% and Online purchased weekly tickets accounted for only 1%.

Feedback from Passengers

At the first ACE Passenger Advisory Council meeting, the issue of a fare increase was discussed at length. Passengers understand the need for, and have been expecting a fare increase for some time. Members of the ACEPac noted that a 5%-8% increase would likely be met with minimal resistance, but anything approaching or exceeding 10% would cause some vocal opposition. ACEPac members suggested that small, annual increases would be more acceptable than larger increases imposed every 5 years.

ACEPac members also suggested that any fare increase proposals be published with a comparison of the increased cost of driving over the last 5 years.

Conclusion:

Based upon cost factors affecting the ACE service over the last five years, and the fare increases of other similar commuter rail agencies, a fare increase could realistically range between 7.5% and 12.5%. Although a fare increase of 10% - 12% would greatly improve the fare box recovery and better position ACE to be more attractive to agencies willing to fund service improvements, it appears this level of increase might be viewed negatively by the ACE passengers. A more moderate increase of 7.5%, which matches the CPI increases and can be supported by the Passenger Advisory Council, may provide the best balance. Based upon current ridership, the 7.5% increase would increase annual fare revenues by \$250,000, which would offset approximately 50% of the increase in the current fuel budget.

Additionally, based upon the suggestion of the Passenger Advisory Council, moderate fare increases will be presented to the Board for consideration each year as part of the adoption of the Budget.

Proposed ACE Fares for all of the Programs are listed below:

PROPOSED ACE REGULAR FARES REFLECTING 7.5% INCREASE

ZONE	ONE WAY	ROUND TRIP	10 TRIP	20 TRIP	40 TRIP
1	\$3.25	\$4.25	\$29.00	\$37.50	\$63.50
2	\$4.25	\$8.50	\$38.50	\$66.50	\$110.25
3	\$7.50	\$11.75	\$67.50	\$94.50	\$158.25
4	\$8.50	\$15.00	\$77.25	\$122.50	\$205.00
5	\$10.75	\$19.25	\$96.75	\$151.50	\$253.00
*6	\$12.00	\$21.00	\$106.00	\$166.00	\$279.00

PROPOSED ACE DISCOUNTED FARES
(Children 12 under, Passengers with Disabilities, Senior Citizens)

ZONE	ONE WAY	ROUND TRIP	10 TRIP	20 TRIP	40 TRIP
1	\$2.25	\$3.00	\$21.75	\$28.00	\$47.50
2	\$3.00	\$6.25	\$29.00	\$49.75	\$82.75
3	\$5.50	\$8.50	\$50.75	\$70.75	\$118.50
4	\$6.25	\$11.25	\$58.00	\$91.75	\$153.75
5	\$8.00	\$14.50	\$72.50	\$113.50	\$189.75
6	\$9.50	\$16.75	\$85.25	\$133.75	\$224.75

PROPOSED SPECIAL GROUPS ROUND TRIP FARES

1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone
\$4.00	\$6.00	\$8.00	\$11.00	\$13.00	\$14.00

* fares for reinstated Stockton station are NOT affected by the 7.5% fare increase

Recommendation:

Approve Amended ACE Fare Program in Concept, including a 7.5 Percent Increase for Regular Fares , Release for 30-Day Comment Period, and Set Public Hearing for Adoption of the Amended ACE Fare Program at the March 2, 2006 Commission Meeting.

SAN JOAQUIN REGIONAL RAIL COMMISSION
Meeting of March 10, 2006

STAFF REPORT

Item 6. Public Hearing on Proposed Changes to ACE Fare Program: Accept Report Summarizing Comments Received during 30-day Public Comment Period, and Direct Staff to Proceed with Restructuring of the ACE Fare Program.

Background:

At the February Rail Commission meeting, the Board approved an Amended ACE Fare Program in concept, and opened 30-day comment period on the following changes:

- 7.5 % fare increase to keep pace with inflation, equal to the CPI changes since 2001
- Trip-based passes to accommodate the new electronic ticketing system
- Initiation of limited onboard 1-way ticket sales with a \$5.00 surcharge
- A higher discount to senior citizens and persons with disabilities
- Special group pricing for trips coordinated through the ACE Headquarters
- Reinstatement of the separate Stockton fare zone

During the 30-day comment period, staff released the conceptual Fare Program changes on the website, the weekly electronic bulletin, through the ACEPac, and circulated the information on the trains, along with comment cards. In general, staff received very reasonable suggestions, which have been built into the recommendations that are described further in the following sections:

Adopt the 7.5% fare increase and automatic annual adjustments corresponding to the change in CPI effective July 1st of each year. Review ACE Service performance and other external conditions annually to determine whether the Commission should vote to change the fare adjustment based on these other factors.

Commissioners directed staff to evaluate a variety of data and recommend a potential fare increase to coincide with the restructuring of the overall ticketing program.

Feedback received during the comment period indicates that a moderate increase of 7.5%, which matches the CPI increase, is generally supported by the Passenger Advisory Council and the majority of passengers who submitted comments. It is recommended that the Amended ACE Fare Program include an initial 7.5% increase effective July 1, 2006 and automatically adjusts according to the CPI on July 1st of the following years. An annual review of service performance and external conditions will be presented to the Board every March to determine whether a vote is necessary to adjust the fares based upon other factors.

Retain the monthly pass in addition to the trip-based tickets (1, 2, 10, 20 and 40-trip)

A main purpose for restructuring the fare program is to move away from the calendar-based system toward a trip-based methodology, which is consistent with the automated systems of other transit agencies. However, during the comment period, significant concerns were raised regarding the elimination of the monthly pass. Many passengers have a particular fondness for the monthly pass and perceive a convenience of paying once a month, without having to worry about how many trips have been

used. Based upon that feedback, it is recommended that the Amended Fare Program continue to offer monthly passes. New marketing incentives will be developed to attract more monthly pass sales. Passengers desiring monthly passes will be invited to join a promotional program known as the ACE Annual Passport. Participants will receive various incentives throughout the year in the form of complimentary tickets to local sporting events, musical shows, and possibly discounted offers from other marketing partners. This program will require minimal staff oversight and should address the issues raised by ACE passengers currently buying monthly passes.

Correct the 10-trip fare calculation

The original chart for the 10-trip ticket prices contained a spreadsheet formula error that did not discount the 10-trip enough off of the 2-trip ticket. The Amended Fare Program will contain the correct discount for the 10-trip tickets in all zones.

An incremental reinstatement of the separate Stockton zone pricing

The conceptual Amended Fare Program included the reinstatement of the separate Stockton fare zone that was temporarily combined with the Lathrop/Manteca station in November of 2002. Combining the zones reduced the price of tickets out of Stockton by 18%.

There was substantial feedback during the comment period that Stockton riders face more train delays than most other riders, particularly between Lathrop and Stockton. In recognition of the performance issues, it is recommended that the Amended ACE Fare Program proceed with reinstating a separate fare zone for Stockton, but phase the 18% increase over two years in equal amounts. The first 9% increase would go into effect on July 1, 2006 and the second 9% increase would be implemented on July 1, 2007, subject to improved train performance between Lathrop and Stockton. The proposed overall fare increase of 7.5% will not apply to the new Stockton zone.

Initiate a 50% Discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under title II or XVIII of the Social Security Act, and Children age 12 and Under

The operation of the 4th train outside of the peak commute period requires that senior citizens 65 and older, persons with disabilities, and passengers carrying Medicare cards issued under title II or XVIII of the Social Security Act be granted a discount of 50% off the regular fares. (FTA Title 49, CFR Chapter 53, Section 5307) With the numerous points of sale for ACE tickets, it would be very confusing to the public to have one discount for the commute period trains and another for the midday train. Other transit agencies have dealt with this issue and have not chosen to differentiate the discount between the commute and non-commute periods and for ease of administration, have included the pricing for children in this discount category. Accordingly, it is recommended that the Amended ACE Fare Program include the 50% discount (rounded to the nearest .25) for all trains and includes children age 12 and under.

General Summary of the Comments Received

During the 30-day Comment Period, 47 written responses were received and they generally fell into three main categories:

- Concern over the re-instatement of the Stockton Zone & the 18% increase
- Elimination of the Monthly Pass
- General questions and concerns regarding the transition to the electronic ticketing system.

Very few negative comments were received regarding the proposed 7.5% fare increase. Copies of all of the responses are attached to this staff report. Several passengers have expressed a desire to appear before the Commission during the Public Hearing on March 10th.

Revisions to the ACE Fare Calculation Charts based upon feedback during the Comment Period are shown below:

PROPOSED ACE REGULAR FARES REFLECTING A 7.5% INCREASE

ZONE	ONE WAY	ROUND TRIP	10 TRIP	20 TRIP	40 TRIP	MONTHLY
1	\$3.25	\$4.25	\$21.25	\$37.50	\$63.50	\$70.00
2	\$4.25	\$8.50	\$42.50	\$66.50	\$110.25	\$121.00
3	\$7.50	\$11.75	\$58.75	\$94.50	\$158.25	\$174.00
4	\$8.50	\$15.00	\$75.00	\$122.50	\$205.00	\$225.75
5	\$10.75	\$19.25	\$96.25	\$151.50	\$253.00	\$278.50
*6	\$11.00	\$19.75	\$98.75	\$153.75	\$279.00	\$282.50

PROPOSED ACE DISCOUNTED FARES - 50% OFF REGULAR FARES

(Senior Citizens age 65 and older, persons with disabilities, passengers carrying a Medicare Card and Children age 12 and under)

ZONE	ONE WAY	ROUND TRIP	10 TRIP	20 TRIP	40 TRIP	MONTHLY
1	\$1.50	\$2.00	\$10.00	\$18.75	\$31.75	\$35.00
2	\$2.00	\$4.25	\$21.25	\$33.25	\$55.00	\$60.50
3	\$3.75	\$5.75	\$28.75	\$47.25	\$79.00	\$87.00
4	\$4.25	\$7.50	\$37.50	\$61.25	\$102.50	\$112.75
5	\$5.25	\$9.50	\$47.50	\$75.75	\$126.50	\$139.25
*6	\$5.50	\$9.75	\$48.75	\$76.75	\$139.50	\$141.25

PROPOSED SPECIAL GROUPS ROUND TRIP FARES

1 Zone	2 Zone	3 Zone	4 Zone	5 Zone	6 Zone
\$4.00	\$6.00	\$8.00	\$11.00	\$13.00	\$14.00

* fares for reinstated Stockton station are NOT affected by the 7.5% fare increase

Based upon the direction of the Board, staff will modify the ACE Fare Program and present it for final adoption at the April Rail Commission meeting.

Recommendation:

Conduct Public Hearing on Proposed Changes to ACE Fare Program, Accept Report Summarizing of Comments Received during 30-day Public Comment Period, and Direct Staff to Proceed with Restructuring the ACE Fare Program.

ATTACHMENT B

SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 2, 2006

STAFF REPORT

Item 7. Approve Mid-day Train Negotiations Targeting an April 24th 2006 Start-up to Coincide with the Amtrak National Timetable Revision

Background:

Staff has been working with Caltrans Division of Rail (DOR) and Caltrans District 10 on potential partnerships for rail related projects that serve both regional and statewide objectives. As Commission staff was exploring the timing of implementing the upcoming 4th ACE train, the evaluation was broadened to determine other potential objectives that could be met with the additional train.

In this collaborative effort, it became apparent that a midday (4th) ACE train might be able to satisfy several purposes, including;

- Providing a midday train for ACE riders who need a half-day work trip, or need to get home for various appointments (medical/dental, parent-teacher conferences, children's sports events, family activities, etc.) and for special group destinations that are more conducive to a half-day trip.
- Providing a morning/midday/evening alternative to I-205 during the construction widening project scheduled to begin in late Spring 2006. Motorists would be advised of the daily ACE train schedules via advertising efforts and the changeable message signs throughout the construction zone.
- Providing a "train-to-train" connection to the SAN JOAQUINS Intercity Rail Service, as a substitution for the current bus between Stockton and San Jose, allowing broader connectivity and marketing activities. (ACE and Caltrans DOR currently share the costs of a midday bus along the ACE route between Stockton and San Jose)

Fiscal Impact:

Operating costs for a midday train on weekdays as an incremental extension of the ACE service are estimated at \$1.45 Million annually. Since the train would serve as part of the ACE and Amtrak systems, passengers would continue to buy ACE and Amtrak tickets as they currently do and the fare revenues would be allocated accordingly. Annual fare revenues for the midday trains (including increased ridership on the other ACE trains due to the convenience of the midday trains) are estimated to generate \$600,000.

Funding for the proposed weekday midday train is estimated as follows:

Fare Revenues:	\$600,000
I-205 Construction Project Mitigation:	\$250,000
CMAQ	\$200,000
Measure K	<u>\$400,000</u>
	\$1,450,000 *

*Caltrans DOR is reviewing potential savings from eliminating the midday bus between Stockton and San Jose as a potential contribution toward the midday train, in which case the MK contribution would be reduced.

Additional trains on the ACE Corridor require the approval of Union Pacific Railroad. The 4th train has already been negotiated as part of the February 2001 Memorandum of Understanding, and requires the Commission to commit to the funding of a double-track project near the Lathrop crossing. The double-track project was estimated in February 2001 to cost \$5.5M, and the parties agreed that the contribution would be escalated into the current dollars of the year in which the project was constructed. At this time, the project is estimated at \$8.5M, primarily due to the 40 percent increase in steel costs since 2001. The projected construction date is Spring of 2008, and funding will be available using a combination of uncommitted Federal 5307 formula funds, 5309 formula funds and Measure K as the 20 percent local matching funds.

Proposed Train Schedule:

Caltrans DOR has developed a Powerpoint presentation and tentative schedule showing connections to the Intercity Rail Service, and is included as an attachment to this staff report. The train is proposed to leave Stockton at 9:30am after connecting with a northbound train from Bakersfield, and arrive in San Jose at 11:40am. For the return trip, the train would leave San Jose at 12:00pm and arrive in Stockton at 2:10pm.

Staff is evaluating options to provide a shuttle connection to BART and to jointly fund shuttle services out of the Great America station with the CAPITOL Corridor.

Caltrans DOR is also very interested in operating the midday train on weekends. Weekend train-to-train connections for the SAN JOAQUINS would significantly improve marketing opportunities and overall ridership for this essential statewide service. Caltrans DOR has tentatively offered to fund the weekend trains, subject to affordable cost estimates for the additional service. Caltrans DOR proposes that the weekend train leave Stockton at 9:30am, but depart San Jose around 4:45pm to allow for a day trip to the Bay Area. Staff is currently evaluating those costs along with Union Pacific's willingness to agree to weekend service.

Summary:

The Rail Commission was originally waiting for ACE ridership to reach the 85% capacity threshold in order to initiate the 4th train. Ridership is currently at 65% of available capacity. However, there is a unique opportunity this Spring to serve the needs of Caltrans District 10, and the SAN JOAQUINS Intercity Rail Service, as well. In this collaborative effort, each of the parties will get much broader advertising and marketing exposure, and achieve significant cost savings, than if each had pursued their individual objectives alone. If all of the negotiations are successful, staff will request a Budget Amendment to add the midday train, at the March Commission meeting.

Recommendation:

Approve Midday Train Negotiations Targeting an April 24th 2006 Start-up to Coincide with the Amtrak National Timetable Revision